

ANNUAL REPORT  
OF THE  
CITY ENGINEER



TORONTO  
1907





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# ANNUAL REPORT

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OF THE

# CITY ENGINEER

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OF

## TORONTO

FOR

## 1907

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TORONTO:

THE CARSWELL CO., LIMITED, CITY PRINTERS, 28-30 ADELAIDE ST. EAST

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# TORONTO.

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**TOPOGRAPHY.**—The City of Toronto is situated upon the northern shore of Lake Ontario, about forty miles easterly of its western terminus. It lies in latitude  $43^{\circ} 39' 10''$  north, longitude  $79^{\circ} 23'$  west, on a plateau gently ascending north for a distance of  $3\frac{1}{2}$  miles, where an altitude of about 220 feet above the lake level is reached. It extends about eight miles along the lake, and is generally level, with slight depressions at points where minor water courses previously existed. The harbor is formed in front of the City by a sandy island, which lies to the south, at a distance of about a mile and a half.

Toronto is the capital of the Province of Ontario, and in it are situated the Provincial Parliament Buildings and Government House, the residence of the Lieutenant-Governor of the Province.

## STATISTICS.

**AREA.**—The area within the City limits, not including the portions of the City land covered by water, is 18.24 square miles.

**POPULATION.**—The population of the City is about 310,000.

**PUBLIC STREETS AND LANES.**—Within the City limits there are 279.51 miles of streets and 85 miles of lanes, of which 205.05 miles are paved, and 73.90 miles unpaved.

## PAVEMENTS AND ROADWAYS.—

Asphalt .....	80.04	miles
Cedar block .....	32.29	"
Brick .....	20.73	"
Macadam .....	47.83	"
Wood on concrete .....	.66	"
Stone and scoria block .....	1.64	"
Gravel .....	5.10	"
Bitulithic .....	10.33	"
Tar macadam .....	6.43	"

## SIDEWALKS.—

Stone flag .....	1.821 miles
Concrete .....	285.818 "
Brick .....	3.363 "
Wood .....	100.00 "

SEWERAGE.—The City is drained by what is known as the combined system of sewers, and there are 265.82 miles of sewers.

WATER WORKS.—The Water Works system is owned and operated by the City, the supply being obtained from Lake Ontario through a 6-ft. steel conduit laid across Toronto Island to a crib near Hanlan's Point, and from thence through a 4-ft. steel pipe, and a 3-ft. cast iron pipe laid under Toronto Bay to the Main Pumping Station on the water front, the water being pumped through the City mains, the surplus going to the Reservoir situated north of the north City limits. Cost of system to date, about \$4,000,000.

## STATIONS AND ENGINES.—

*Main Pumping Station.*

No. 1 Engine,	4,000,000 gals. capacity,	24 hours
" 2 "	8,000,000 "	" "
" 4 "	10,000,000 "	" "
" 5 "	10,000,000 "	" "
" 6 "	15,000,000 "	under construction.

*High Level Pumping Station.*—Two engines with a total capacity of 6,000,000 gallons in 24 hours.

*Island Pumping Station.*—One engine 500 000 gallons capacity in 24 hours.

305.597 miles of water mains.

62,064 water services.

3,544 street hydrants.

2,824 valves.

2,587 meters in use.

WATER RATES.—Average schedule,  $3\frac{3}{4}$  cents per 1,000 gallons, and by meter,  $10\frac{1}{2}$  cents per 1,000 gallons.



55,000 water takers.

Pressure—Domestic and fire 50 to 90 lbs.

Average quantity pumped in 24 hours, 28,374,101 gallons.

Water consumed annually, 10,356,547,168 gallons.

Fuel used—soft coal screenings.

Cost of fuel during 1906, \$48,380.46.

General receipts, constructing and moving services, etc.	\$ 6.652 04
Revenue collected in 1906 by schedule rate.....	224,492 02
“ “ “ meter rate .....	230,629 29
Charges made against different branches of City service for water used.....	81,494 00
Total.....	<u>543,267 35</u>
Operating expenses, including cost of collecting rates and debt charges.....	\$ 509,213 60
House services, pipe laying and renewals.....	80,056 53
Total.....	<u>\$ 589,270 13</u>

#### FIRE PROTECTION.—

240 officers and men in brigade.

88 horses.

67 pieces of apparatus for various purposes.

3,544 fire hydrants.

18 fire stations.

8 steam fire engines and 3 chemical engines.

#### POLICE PROTECTION.—

388 officers and men.

1 squad of 9 mounted men and 1 sergeant.

3 patrol wagons.

1 prison van.

1 headquarters and 7 stations.

125 patrol signal boxes.

MILITARY.—There are two regular corps stationed in the City (one mounted and one infantry), at Stanley Barracks, near the site of

old Fort Rouille, and five militia corps (two mounted and three infantry), all of which have first class bands and the use of well-equipped and commodious Armouries.

LIGHTING.—There are 3 lighting companies doing business in the City. The Consumers' Gas Co. have 344 miles of mains, and 50,326 consumers. Carbon Light & Power Company have 1,026 street lights. Toronto Electric Light Company have 1,418 street electric arc lights, 1,000 private business arc lights, about 250,000 private business incandescent electric lights, and also 1,000 miles of overhead and underground wire, and 70 miles of underground conduit.

TELEPHONE AND TELEGRAPH SERVICE.—The Bell Telephone Company is the only company doing business in the City. They have 23,000 telephones in use, 25,000 miles of overhead, 50,000 miles of underground wires, 26 miles of underground conduit, and 210 miles of ducts.

There are two telegraph companies doing business in the City, the Great North-Western Telegraph Company, with 70 sets of instruments and 250 miles of overhead wires; and the Canadian Pacific Railway Telegraph Company.

PUBLIC PARKS.—The Public Parks of the City are under the control of the City Council. There are 33 public parks, having a total area of about 1,640 $\frac{1}{4}$  acres.

EDUCATION.—The educational system is under the direction of the Board of Education and the Separate School Board. There are 58 public schools, having a total of 741 rooms, with a staff of 756 principals and teachers. Four collegiate institutes and 1 technical high school, having a total of 77 class rooms, with a staff of 81 principals and teachers. Eighteen separate schools, with a staff of 99 principals and teachers.

2 Industrial Schools (Protestant).

1 Industrial School (R. C.)

30 Colleges, Seminaries and Pay Schools.

1 Technical School.

5 Universities.

3 Cathedrals of all denominations.

218 Churches of all denominations.



- 
- 4 Synagogues and several Jewish Churches.
  - 48 Missions.
  - 5 Mission Training Schools.
  - 9 Convents.

PUBLIC LIBRARY.—There is a Reference Library containing 72,886 volumes, and six Circulating Libraries, containing in all 76,915 volumes. These are placed in different parts of the City. A new Reference Library building is in course of erection, at a cost of \$275,000.

PUBLIC INSTITUTIONS.—

- 62 Hospitals, Asylums and Public Homes.
- 3 Institutions for destitute and criminal classes.

LAW.—Toronto is the centre of the Law System of the Province of Ontario, having 27 Law Courts within its limits.

AMUSEMENTS.—

- 8 Theatres.
- 32 Music, Concert Halls and Vaudeville Houses.
- Zoological Gardens.
- 238 Public Buildings, Halls, etc.

PUBLIC ACCOMMODATION.—

- 184 Hotels.
- 2,800 Boarding Houses.

RAILWAYS.—There are two railway companies whose systems enter Toronto, namely, the Grand Trunk Railway, with about 85 miles of track laid in the City limits.

The Canadian Pacific Railway Company, with about 31 miles of tracks laid in the City limits.

- 94 Passenger trains enter and leave the City daily.
- 180 Freight trains enter and leave the City daily.

The Toronto Railway Company has the exclusive franchise for operating a street railway system within the City limits. They have 101.47 miles of tracks on the streets and 13 miles in the sheds, etc.; about 463 motors and 167 trailers in operation, and carried during 1907 a total of 120,229,077 passengers, of which 87,964,425 were paid passengers, and 32,264,652 were transfers. \$2,782,740.43 were received by the Company from the sale of tickets during the year,

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and the revenue derived by the City from the Company was \$500,601.24, for 1907.

BUSINESS.—

6 daily newspapers; 49 weekly; 20 semi-monthly; 76 monthly and 8 quarterly newspapers and periodicals; 2 directory companies.

5 Public markets.

36 Banks, not including branches.

990 Factories and manufactories.

386 Wholesale houses.

8 Departmental stores.

6,800 Miscellaneous business companies, corporations and stores.

SANITATION.—

*Street Cleaning, Watering and Scavenging.*—A modern and complete system of street cleaning, watering and scavenging is owned and operated by the city.

The supervision of the sanitary requirements of the City is under the control of the Local Board of Health.

The foregoing brief review of Toronto is annually compiled by

GEO. J. CASTLE,

*Secretary to City Engineer.*

PAST CITY ENGINEERS OF TORONTO.—

1840-1842, Thomas Young.

1843-1852, John G. Howard.

1853, William Thomas.

1854, John G. Howard.

1855, William Kingsford.

1856, Thomas H. Harrison.

1857-1858, Thomas Booth.

1859-1860, Alfred Brunel.

1861-1870, J. H. Bennett.

1871-Oct., 1875, Chas. W. Johnston.

Oct. 1875-July, 1880, Frank Shanly.

Sept. 1880-July, 1883, R. J. Brough.

Oct. 1883-1889, Charles Sproatt.

1890-Sept., 1891, W. T. Jennings.

Sept. 1891-May, 1892, Granville C. Cunningham.

May, 1892-Jan., 1898, E. H. Keating.



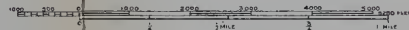






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of the  
CITY OF TORONTO

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# ANNUAL REPORT

OF THE

# CITY ENGINEER

OF THE

## CITY OF TORONTO

### FOR THE YEAR 1907.

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CITY ENGINEER'S OFFICE,  
Toronto, December 31st, 1907.

*To His Worship the Mayor and Members of the Council of the Corporation of the City of Toronto:*

GENTLEMEN,—In compliance with By-law No. 2534, I have the honor to lay before you the Annual Report of the Department for the year ending 31st December, 1907, setting forth the various works carried out during the year, with details of cost of construction and suggestions and recommendations as to new works and improvements required.

#### OFFICIAL STAFF.

The following is a list of the chief officials of the department:

City Engineer and Chief Engineer and Manager of the Water Works .....	Chas. H. Rust, M. Can. Soc. C.E., M. Am. Soc. C.E.
Deputy City Engineer .....	C. L. Fellowes, M.Can.Soc.C.E.
Asst. Engineer in charge of Bridges .....	John Williams, M.Can.Soc.C.E.
Asst. Engineer in charge of Sewers .....	J. D. Shields.
Asst. Engineer in charge of Roadways, Outside work .....	G. G. Powell, A.M.Can.Soc.C.E.
Asst. Engineer in charge of Roadways, Office work .....	M. A. Stewart.
Accountant .....	Wm. McCartney.
Secretary Committee on Works .....	A. H. Clarke.
Secretary to City Engineer .....	Geo. J. Castle.
Chief Clerk .....	H. M. Berryman.
Chief Engineer Main Pumping Station .....	Alex. McRae.
Chief Engineer High Level Pumping Station .....	Thos. Walsh.
Foreman of Water Works Distribution .....	Robert Thornton.

### FINANCIAL.

During the year just closed the amount of money expended and the work carried out exceeds any previous year, and I am pleased to point out to your Council that most of the work has been of a permanent character.

The total expenditure of the department, including Water Works, amounted to \$2,478,707.56, which was divided as follows:

Water Works .....	\$ 693,173 38
General and special work .....	545,100 64
Street Railway track allowance pavements....	49,992 07
Local Improvements .....	1,182,893 23
Island Works .....	7,548 24

Total ..... \$2,478,707 56

This is the largest amount expended by this Department in any one year, being an increase of \$486,285.68 over last year.

Expenditure upon Local Improvements was divided as follows:

Roadways .....	\$ 731,645 59
Sidewalks .....	288,311 17
Curbs .....	12,134 63
Sewers .....	134,862 77
Street openings, extensions, etc. ....	15,939 07

Total ..... \$1,182,893 23

### GRADE CROSSINGS.

I regret to report that very little progress has been made towards abolishing grade crossings in the City. The question of the elevation of the tracks along the Esplanade has been brought prominently before the public during the year, and I was instructed to engage consulting engineers to make a report upon this subject, and was fortunately able to procure the services of Mr. W. Barclay Parsons, a very eminent Engineer, of New York City, and Mr. C. B. Smith, of Toronto, to be associated with me in preparing a report in this matter.

The Board of Trade also engaged the services of Mr. R. M. Berrian, and Mr. J. W. Moyes, who submitted a report to that Board.

As a result of these reports, the Board of Trade recommended the elevation of four running tracks from west of Spadina Avenue to Cherry Street. The City Council, when the matter was brought before it, decided that the whole question of grade crossings from the Humber River to Logan Avenue should be considered at once, and further sug-

# DIAGRAM OF EXPENDITURE CITY ENGINEERS DEPT

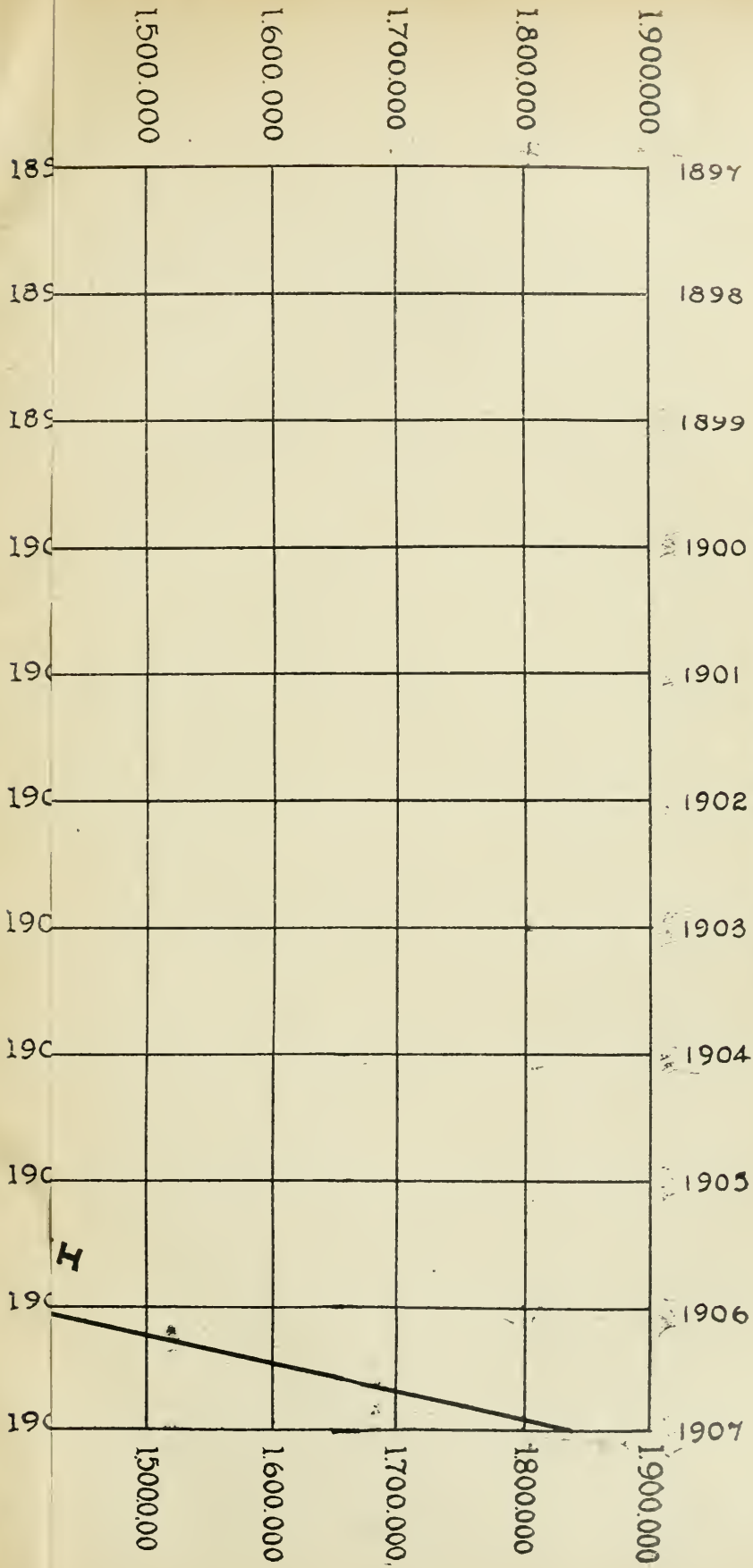
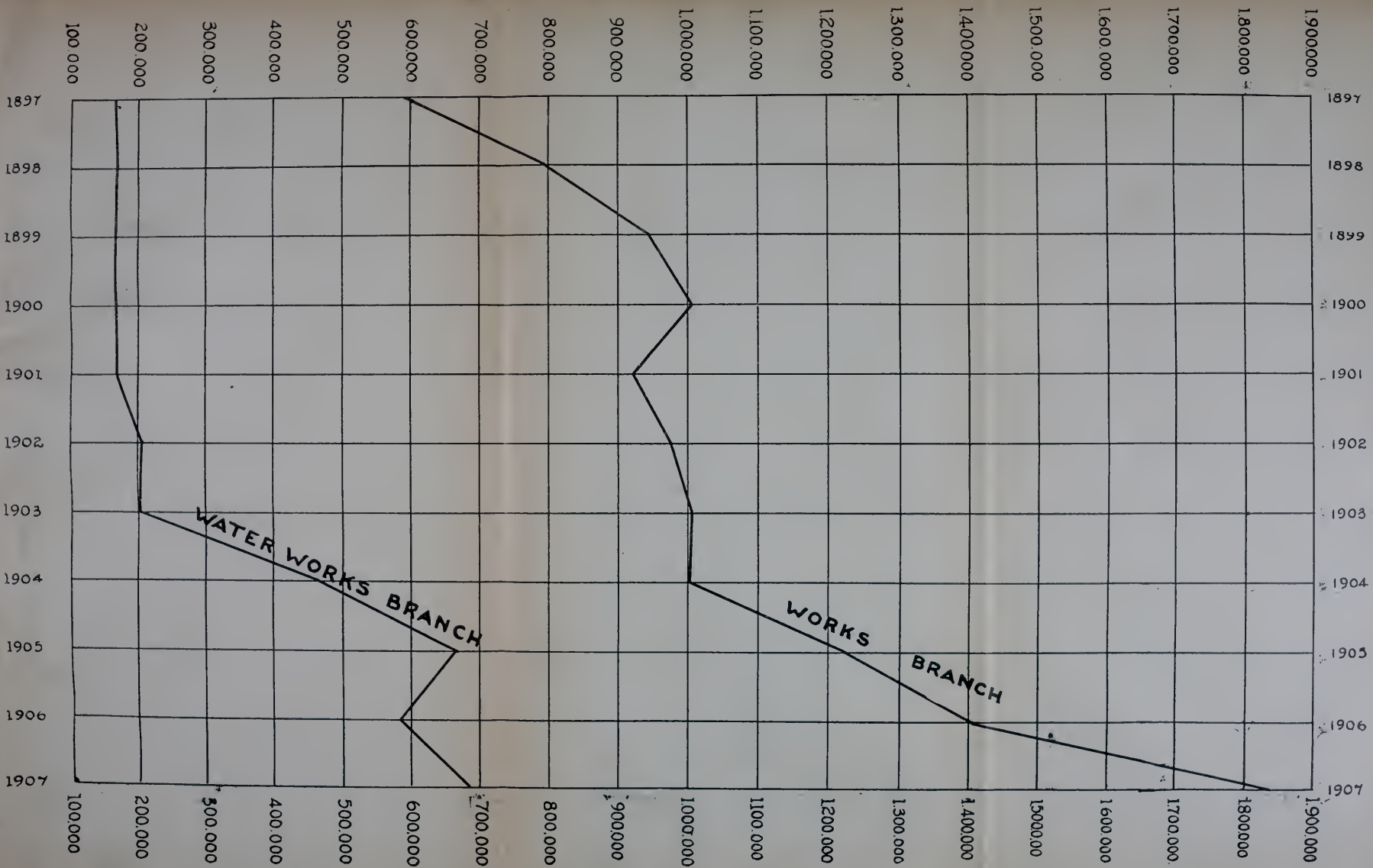




DIAGRAM OF EXPENDITURE  
CITY ENGINEERS DEPT



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gested, in place of the elevation of four tracks along the Esplanade from Yonge Street eastwardly, that all the tracks, including the team tracks used for delivery, should be elevated.

The matter was heard before the Board of Railway Commissioners at a meeting held in Toronto on the 8th day of November, 1907. The hearing was adjourned to enable the various Railway Companies interested to submit plans embodying their ideas as to the proper method of eliminating all grade crossings.

In addition to the grade crossings embodied in the City's application, there are several other crossings within the City limits which should be either protected or abolished.

The Canadian Pacific Railway company's line, which runs along the north City limits, has a number of grade crossings unprotected, or only protected by gates and watchmen. This line of railway lends itself admirably to track elevation. The present tracks can be raised about ten feet, and the various streets depressed three or four feet without any abutting damages, and I would suggest that this question be taken up at once. It is not necessary that all the work should be completed immediately, but portions of it could be carried out each year, and I think the commencement point should be at about Huron Street and carried out to east of Yonge Street. This would eliminate grade Crossings at Davenport Road, Avenue Road and Yonge Street.

#### STREET RAILWAY MATTERS.

During the past year the Privy Council has given a very important decision in connection with the litigation which has been in progress for some years between the City and the Toronto Railway Company. The result of this decision practically takes away from the City Engineer jurisdiction over the routeing of cars and extension of the service, which seems to be clearly expressed in the Agreement, and this decision is much to be regretted.

The City last year derived a very large revenue from the Toronto Railway Company, viz., \$500,601.24, of which \$419,606.91 was percentage of the gross receipts, and \$80,994.33 for mileage, being at the rate of \$800 per mile of single track. The gross receipts of the Company during the year were \$3,427,276.18.

In 1906 the Company, with the consent of the City, constructed some short extensions in the congested districts, which resulted in relieving the over-crowding to some extent, but owing to the growth of the street car traffic the over-crowding has again become excessive. Unfortunately

the City and the Company have not been able to arrive at a mutual understanding whereby this congestion could be relieved. The Company have written the City stating what lines they wish to construct, and which they claim will do very much towards relieving the present difficulty. The lines they wish to build are all in the down town districts, south of Queen Street, and between Church and Bay Streets, but the City up to the present has not felt disposed to grant the request of the Company. From time to time the City has asked the Company to build a number of extensions on the outskirts of the City, but these the Company are not disposed to carry out, and in view of these facts, I would suggest that the Company and the City should have a conference and endeavor to arrive at an agreement, whereby, by giving the Company permission to construct lines to relieve the congested districts, the Company would at the same time agree to build some of the lines in the out-lying portions of the City.

The following additional street car lines were laid during the year:

Arthur Street, from Ossington Avenue to Bloor Street.

Lansdowne Avenue, via Dundas and Lansdowne Avenue.

The very large growth of the City has resulted in the down town streets, especially Yonge Street, being very much congested during the entire day. This congestion, as far as vehicular traffic is concerned, could be relieved by passing some regulation forbidding heavy vehicles on Yonge street, between King and Queen Streets, unless they have business to transact thereon. Another regulation which would have good results, would be to compel all drivers of vehicles drawing up to the curb to approach on the right side.

#### STREET RAILWAY STRAIGHT TRACK RENEWED IN 1907.

The Company last year laid rails on the following streets:

Queen Street, from Spadina to Bathurst.

Queen Street, from Kingston Road to Woodbine Avenue.

Yonge Street, from Davenport Road to C. P. R.

College Street, from Crawford to Clinton.

#### CURVES RENEWED IN 1907.

At Kingston Road and Queen Street.

At Frederick and King Streets.

At Sherbourne and King Streets.

At Spadina and King Streets.

At Yonge and Price Streets.

At Queen and Woodbine Avenue.

At George and King Streets.  
 At Church and King Streets.  
 At Yonge and King Streets.

#### NEW CURVES IN 1907.

At College and Bathurst Streets.

#### NEW LINE OPENED.

Arthur Street line was opened from Ossington Avenue to Bloor Street, and Lansdowne Avenue via Dundas and Lansdowne, January 14th, 1907.

#### TROLLEY POLES PAINTED BY THE TORONTO RAILWAY COMPANY

##### DURING THE YEAR 1907.

King Street, Don to Roncesvalles Avenue .....	417
Queen Street, Don to Roncesvalles Avenue .....	363
Front Street, Yonge to Simcoe Street and Station Loop..	62
Carlton Street, Parliament to Yonge .....	64
College Street, Yonge to Markham .....	116
College Street, west of McCaul .....	5
Winchester Street, Parliament to Sumach.....	26
Bloor Street, Yonge to Spadina .....	81
Dundas Street, Queen to Arthur .....	29
Dundas Street, Howard Park Avenue to Roncesvalles....	24
Dundas Street, corner Dovercourt Road .....	1
Gerrard Street, Broadview to Logan .....	34
Gerrard Street, corner Pape Avenue .....	3
Parliament Street, Queen to Carlton .....	50
Parliament Street, Carlton to Winchester .....	17
Sherbourne Street, King to Queen .....	24
Sherbourne Street, Bloor to Elm Avenue .....	18
Church Street, Queen to Carlton .....	72
Yonge Street, Front to C. P. R. crossing .....	223
Avenue Road, Bloor to St. Clair Avenue.....	112
Spadina Avenue, King to Bloor .....	93
Bathurst Street, King to C. P. R. crossing.....	168
Shaw Street, King to Queen .....	19
Lansdowne Avenue, Dundas to Bloor .....	54
Richmond Loop, York to Victoria to Queen.....	38
Scott Street Loop, Scott and Wellington .....	15

Total..... 2,128

There is still a great deal of re-construction work to be carried out. The pavements between the railway tracks in a great many places are in a poor condition and it is impossible for this department to repair



them until the Company lay down new rails of a heavier type, and when these rails are relaid it would be in the interests of the City to put down permanent concrete foundations under the track allowances.

The following table shows the number of iron poles painted and erected during the year:

IRON TROLLEY POLES ERECTED BY THE TORONTO RAILWAY CO.  
DURING 1907.

Queen Street, Gwynne to Roncesvalles .....	72
Dundas Street, Howard Park Avenue to Roncesvalles...	19
Dundas Street, corner Queen Street .....	1
Dundas Street, corner Dovercourt Road .....	2
Dundas Street, corner Ossington Avenue .....	1
Queen Street, corner Shaw Street .....	1
Gerrard Street, Broadview to Logan .....	34
Gerrard Street, Corner Pape Avenue .....	3

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TEMPERATURE AND RAINFALL.

Through the courtesy of Mr. R. F. Stupart, Director of the Meteorological Department, a table is attached showing the temperature and rainfall during the year:

STATEMENT OF MONTHLY TEMPERATURE AND PRECIPITATION AT  
TORONTO, 1907.

Months.	Temperature.			Precipitation.		
	Mean.	Highest.	Lowest.	Rain.	Snow.	Total.
January.....	22.0	51.4	10.0	in. 2.32	in. 18.0	in. 4.12
February.....	18.1	41.0	6.1	0.15	7.1	0.86
March.....	33.9	63.9	5.8	1.80	3.3	2.13
April.....	38.4	69.4	18.2	1.97	1.2	2.09
May.....	48.1	74.7	27.2	1.77	1.6	1.93
June.....	63.8	85.0	45.1	1.22	.....	1.22
July.....	69.3	88.8	49.8	2.03	.....	2.03
August.....	65.3	86.0	49.0	1.08	.....	1.08
September.....	61.7	81.9	41.3	4.80	.....	4.80
October.....	44.7	69.2	25.9	1.98	.....	1.98
November.....	36.9	51.1	21.1	3.43	0.9	3.52
December.....	29.5	47.1	7.0	3.61	19.9	5.00
Year.. .....	44.3	67.4	25.5	25.56	52.0	30.76

NOTE.—Ten inches of snow equal one inch of rain.

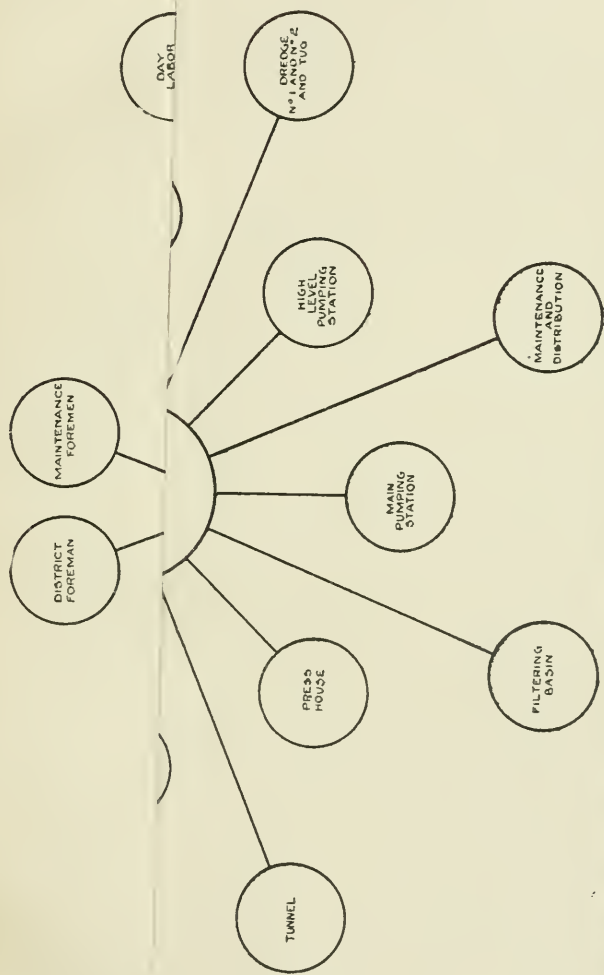
RECORD OF RAINFALL AT RESERVOIR PARK FOR  
THE YEAR 1907.

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1st .....									0.09				
2nd .....			0.40					0.70					
3rd .....											1.91		
4th .....	1.06			0.13						0.34			
5th .....						0.55				0.16	0.09		
6th .....						0.11	0.12		1.31	0.11	0.15		
7th .....				0.36						0.81			
8th .....	0.76											0.01	
9th .....													
10th .....											0.11	0.42	
11th .....									1.39	0.31			
12th .....			0.08	0.11			0.37		0.19				
13th .....													
14th .....													
15th .....							0.24	0.28	0.04			0.16	
16th .....					0.27								
17th .....			0.02										
18th .....													
19th .....	0.29				0.03	0.27							
20th .....				0.13									
21st .....											0.41		
22nd .....							0.49						
23rd .....			0.07		0.05							0.67	
24th .....							0.07		0.06				
25th .....				0.14			0.50					0.46	
26th .....			0.23		0.62	0.22					0.25		
27th .....			0.47					0.14					
28th .....			0.28							0.67	0.24	0.51	
29th .....				0.17	0.08				1.26				
30th .....				0.77		0.21						0.97	
31st .....												0.02	
	2.11	....	1.55	1.81	1.05	1.36	1.79	1.12	4.34	1.90	3.16	3.22	=23.41

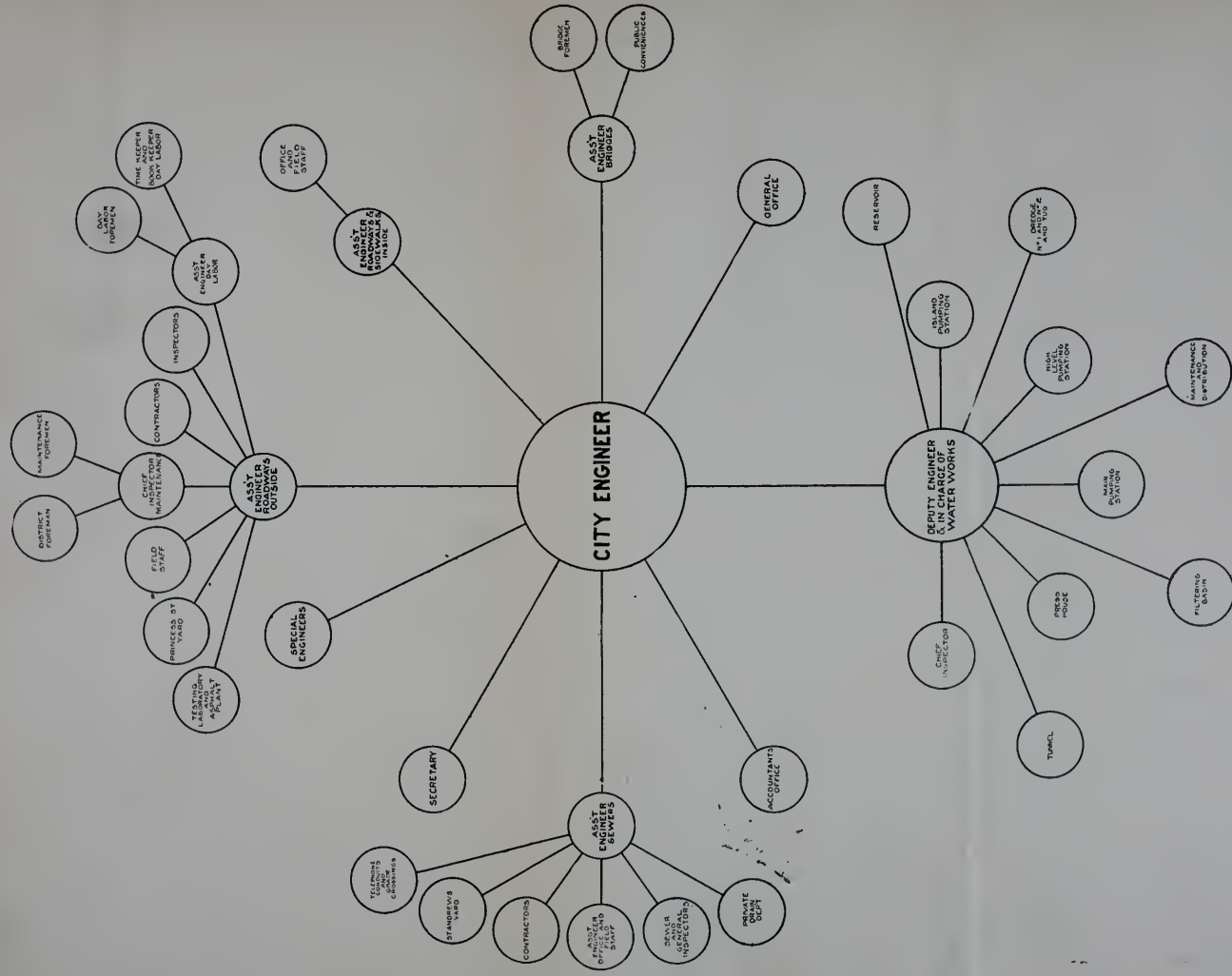
RECORD OF SNOWFALL AT RESERVOIR PARK FOR  
THE YEAR 1907.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1st.		$\frac{1}{2}$											
2nd.													
3rd.												$\frac{3}{4}$	
4th.					$1\frac{1}{4}$								
5th.		1	$2\frac{1}{4}$										
6th.													
7th.													
8th.													
9th.													
10th.		$\frac{1}{4}$											
11th.												2	
12th.	3	$\frac{3}{4}$											
13th.													
14th.													
15th.												10	
16th.	$4\frac{3}{4}$												
17th.													
18th.													
19th.													
20th.													
21st.		$3\frac{1}{2}$											
22nd.	$1\frac{3}{4}$												
23rd.												$\frac{3}{4}$	
24th.		1											
25th.	$4\frac{3}{4}$												
26th.		$\frac{3}{4}$											
27th.													
28th.													
29th.											$\frac{1}{8}$		
30th.												$\frac{3}{4}$	
31st.													
-	$14\frac{1}{4}$	$7\frac{3}{4}$	$2\frac{1}{2}$		$1\frac{1}{4}$						$\frac{1}{8}$	$14\frac{1}{4}$	$= 40\frac{1}{8}$

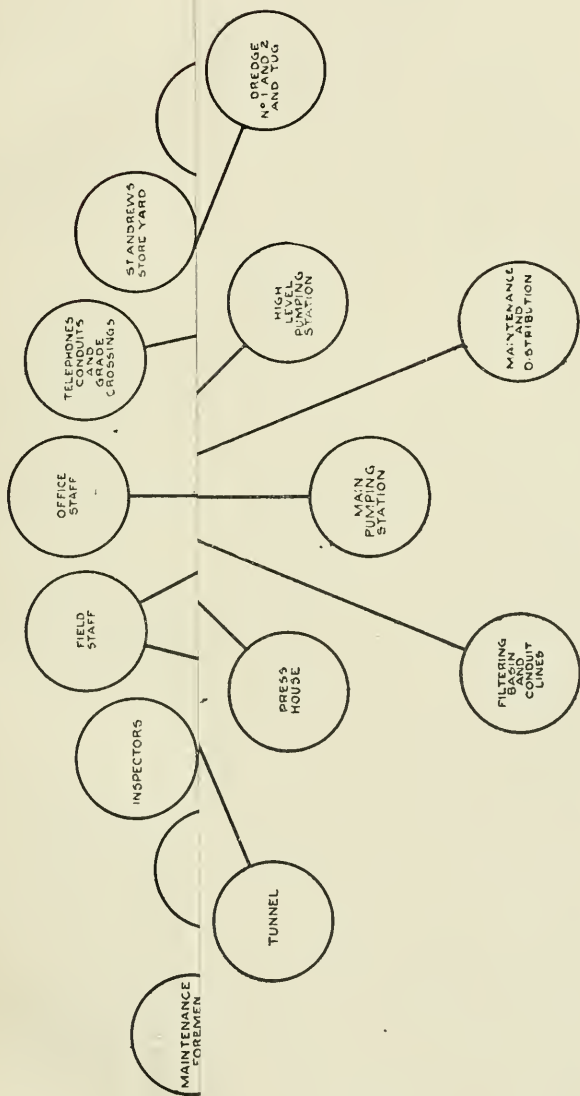




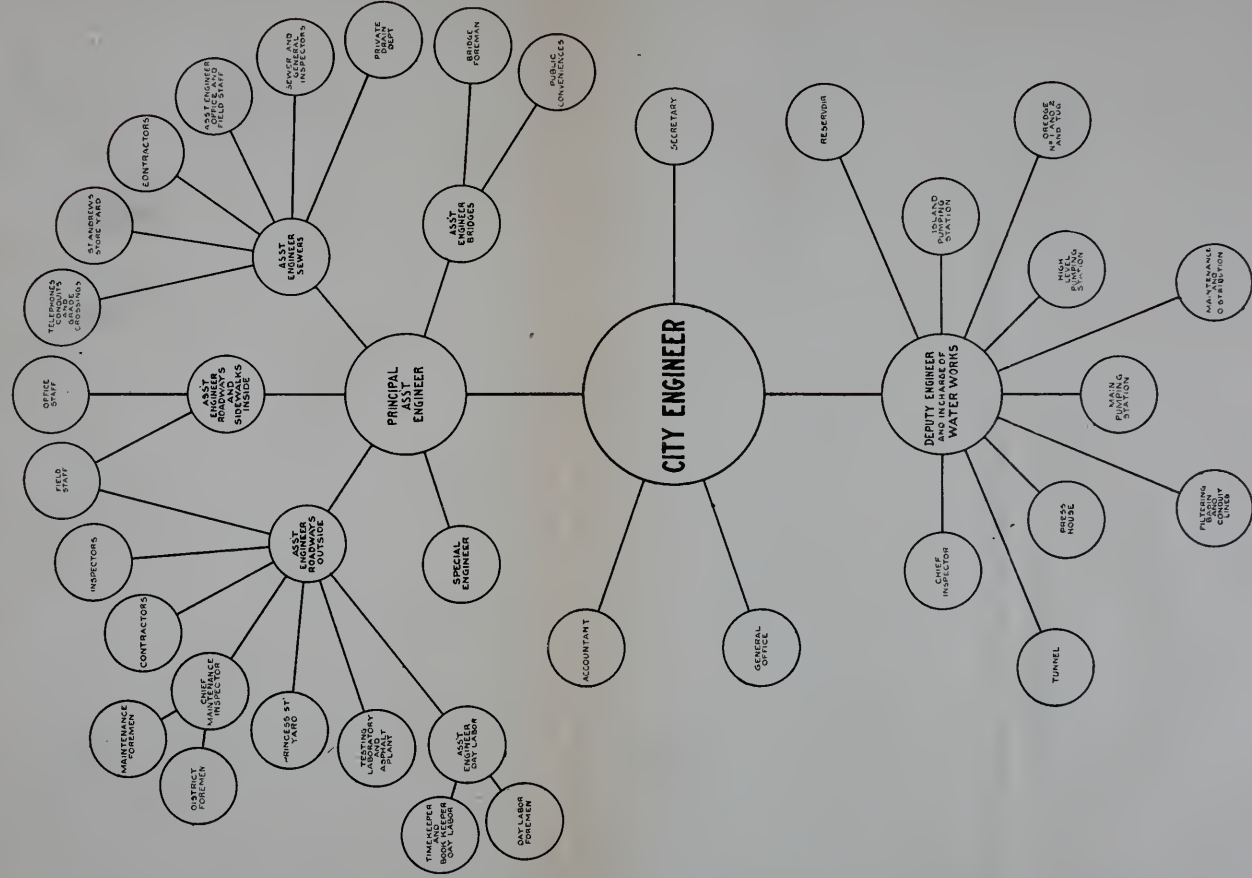
PRESENT ORGANIZATION



PRESENT ORGANIZATION



## PROPOSED ORGANIZATION



PROPOSED ORGANIZATION



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### ELECTROLYSIS.

During the past year an examination was made on behalf of the City and the Consumers' Gas Company to ascertain what damage had been occasioned to the water and gas mains by electrolysis, and Messrs. Maury, Foss, Anderson and Knudson were engaged by the City to look into this matter. In consequence of which a suit has been commenced against the Toronto Railway Company claiming damages, and the trial is to take place during the following year.

### ELECTRICAL DISTRIBUTION SYSTEM.

I was instructed by the Council to prepare a report upon a system of electrical distribution with a view to utilizing power from Niagara Falls, and in connection with this matter I engaged the services of Messrs. Smith, Kerry & Chace of this City and Mr. Alexander Dow of Detroit.

A By-law is to be submitted to the property owners asking for the sum of \$2,750,000 for this work.

### SEWAGE DISPOSAL.

During the year reports have been made to the Board of Control relative to the question of sewage disposal, but no action has been taken pending an interview with the Provincial Board of Health as to the best method to be adopted.

### RE-ORGANIZATION OF DEPARTMENT.

During the past year a great deal has been said as to the necessity of re-organizing the department. While I am of the opinion that the organization of the department, as it exists at present, is fairly satisfactory, there are some changes, which, if made, would I think result in the betterment of the department.

It is characteristic of all municipal governments that dissatisfaction with City affairs is very apt to be visited upon the officials without any careful consideration as to whether they are responsible therefor. Naturally, this being the great spending department in the City service, the citizens are apt to criticise the work of the office, and are sometimes probably unreasonable in their demands for improvements, not considering or probably unaware that there are certain legal formalities which

must be complied with before work can be proceeded with, and besides, owing to the very large amount of work on hand, it is absolutely impossible for the department and the contractors to proceed with the work more expeditiously than they do.

I think one improvement, which would be of advantage, and which I propose to recommend during the coming year, is that I should be allowed to engage another assistant, who would relieve me of a great deal of the detail work of the department; and I also think another officer should be under the control of the Deputy City Engineer, in charge of water-works, who would relieve him of a great deal of work involved in the maintenance and distribution branch of the department.

One of the difficulties in municipal work is the procuring of qualified assistants. These men are, of course, more valuable after becoming familiar, by long practice, with City affairs. During the past few years we have lost the services of a great many of our assistants, owing to private corporations being enabled to offer them better compensation. This, of course, is to the detriment of the City service.

Attached to this report are diagrams showing the present system and also showing proposed changes.

## WATER WORKS.

### FINANCIAL.

The total expenditure for the year of the portion of the Water Works Department which is under the control of the City Engineer, amounted to \$693,173.38, divided as follows:

Maintenance .....	\$199,240 04
Construction .....	69,459 45
Renewals .....	10,597 08
Special works .....	373,769 40
Revenue Mains .....	40,107 41

The expenditure of the Revenue and Collection Branch under the control of the City Treasurer, amounted to \$34,962.03.

### DISTRIBUTION.

The total length of mains laid during the year was 71,837 feet, which is very much in excess of those laid in previous years. The total mileage of mains in use up to the end of the year was 305.6.

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#### HOUSE-SERVICES.

The number of house-services laid were 3,961, which is 80 less than laid in 1906.

#### RESERVOIR.

The average depth of water in the Reservoir during the year was 16 feet, equal to an elevation of 212 feet above zero level of lake Ontario. The Reservoir at this elevation contains 22,981,860 gallons.

Unfortunately, owing to the great consumption of water and the impossibility of keeping up the supply with the present pumping capacity, we were unable to clean the Reservoir out during the year.

#### TEMPERATURE OF WATER.

During the year the average temperature of the water taken at the City Hall tap was 43.06 degrees Fah. The highest temperature was 62 degrees Fah., on the 11th of September, and the lowest 35 degrees Fah. on the 2nd of March.

#### HIGH LEVEL PUMPING STATION.

The contractor for the new six-million gallon pumping engine at this station should have had the engine installed late in the summer, but up to the end of the year the only material delivered was the boilers which are now in place, and I regret to state that it will probably be early in the summer of next year before the engine is installed and ready for use.

#### TUNNEL.

The contractor for this work had constructed a boring machine by which he expected to proceed with the excavation of the tunnel, which is through shale rock, and excavated a chamber of sufficient size in line of the tunnel in which to erect this machine. Drilling and blasting was commenced on the 18th of January, and the erection of the boring machine in the tunnel commenced on April 22nd, and was completed on June 11th, when the machine was turned over for the first time. It failed to work satisfactorily and further changes were made, and on the 12th of September it was again tried and failed and was then taken out, and the usual practice of drilling and blasting was again

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resumed. This delay was most unfortunate and was no doubt the cause of considerable loss to the contractor.

Up to the 31st of December, about 829 feet of the tunnel was excavated at the south end. The contractor commenced work on No. 1 shaft at the Pumping Station end of the tunnel, on the 23rd of April. The heading was started in October and by the end of the year 501 feet had been excavated. This work should all be completed and the tunnel in use by October of next year.

#### HIGH PRESSURE SYSTEM.

The progress made during the year has been fair. Nearly all the mains have been laid and the Westinghouse-Parsons Steam Turbines, for driving the Turbine Pumps, have been erected, and the pumps connected; and the whole system should be in operation early in the coming year.

#### MAIN PUMPING STATION.

At this station the amount of water pumped shows an increase of 1,300,000 gallons per day. The average daily pumpage being 28,374,000 imperial gallons.

#### WATER SUPPLY.

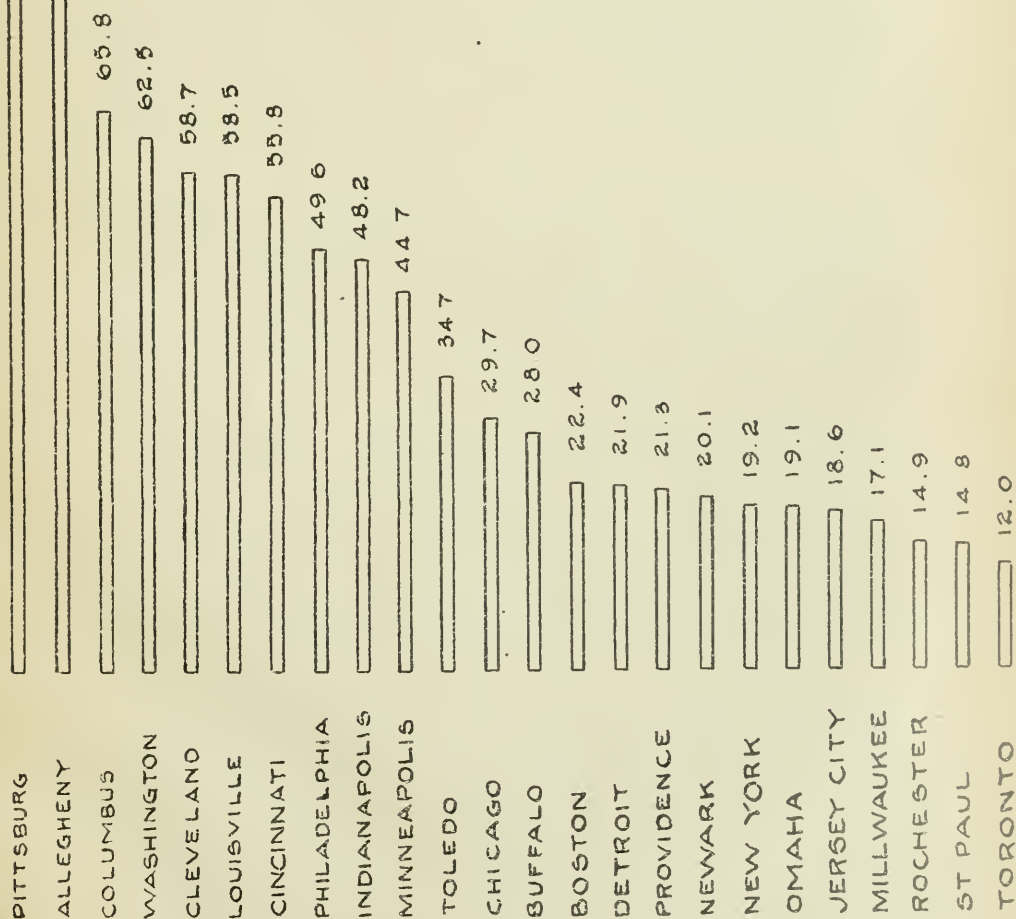
During the past year a good deal of agitation has arisen in connection with the quality of the water supplied to the citizens, and during the latter four months of the year the Medical Health Officer, in addition to making the usual bacterial examination of the water, also had a record taken of the number of days coli commune were present, and it was found that in September there were six days; October, six days; November, nine days. The result of these analyses was that the Medical Health Officer advised the citizens to boil the water. This, of course, naturally alarmed the people and a demand immediately arose that the water (which is obtained from Lake Ontario about half a mile from the shore of the Island, at a depth of about 50 feet), should be filtered, and the department was instructed to prepare an estimate of the cost of a plant.

I have had occasion to compare the analysis of the water in various cities in the United States and enclose a diagram showing the average number of deaths from typhoid fever per one-hundred thousand population for five years, from 1900 to 1904, both inclusive, compiled from the



137.6

103.4



ANNUAL AVERAGE N° OF TYPHOID  
DEATHS PER 100,000 POPULATION  
FOR THE FIVE YEARS OF 1900 TO  
1904 INCLUSIVE,  
COMPILED FROM MORTALITY  
REPORT OF U.S. CENSUS WITH  
THE ADDITION OF TORONTO  
FROM THE MEDICAL HEALTH  
OFFICER

CITY ENGINEER'S OFFICE  
TORONTO JAN 28-1908



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Mortality Report of the United States census, and copied from a paper on Water Filtration at Washington, presented to the American Society of Civil Engineers; and upon this diagram I have also plotted a table showing the death rate from typhoid fever for this City for the same period, from which it will be seen that Toronto is the lowest on the list. However, during the last two or three years the death rate has somewhat increased, and last year the death rate from this cause, per one-hundred thousand population, was eighteen.

Whilst it is no doubt necessary that we should obtain pure water, I think that the matter has been unnecessarily exaggerated.

The bacterial counts furnished by the Medical Health Officer also show a larger number of bacteria in the months of March and April, and would probably show traces of coli commune, caused entirely by the breaking up of the ice and heavy storms, rendering the water very turbid, but it is remarkable that the death rate from typhoid during these months is unusually low.

The returns furnished by the Medical Health Officer show that the typhoid death rate is a seasonable or temperature one, and, as previously mentioned, during the summer months, when the water is usually in a first class condition, the rate is high, and during the spring months, when the water is in a very disturbed condition, the cases from typhoid are very low, showing clearly I think there are other causes for typhoid fever than the water.

At Washington, where this matter was gone into in a very exhaustive manner, the same facts were disclosed and it was ascertained that the unsanitary conditions prevailing at dairy farms and where ice cream was manufactured, the contamination of drinking water by impure ice, and also impure vegetables were the causes of a very large number of cases. In Toronto no doubt a great many cases have been brought into the City by returning tourists and also by patients being brought to the various City Hospitals.

We intend, during the coming year, to have constant analysis made of the water in Lake Ontario, taken at such a distance beyond the Island as will be absolutely free from any contamination from sewage.



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DREDGES.

During the year the City Dredges Nos. 1 and 2 have been constantly employed in improving and deepening the channels at the Island and Ashbridge's Bay.

The new Athletic Grounds, comprising about 40 acres, have been filled in and will be available as soon as the Parks Department have completed the necessary improvements.

For any further information in connection with these works, I would refer you to the report of the Deputy City Engineer.

## ROADWAYS AND SIDEWALKS.

During the year this branch of the Department had charge of the construction of 701 separate works, of which 66 were laid by private contract, under City inspection, of the remaining 635, 169 were carried out by day labor and 466 under contract. This is an increase in the number of works undertaken during the year of 156 over 1906, and is the greatest amount of work carried out by this branch of the Department in any one year.

A summary of the works is as follows:

Carried over from 1906 .....	119
Contract works .....	466
Day Labor works .....	169
Private permanent works .....	66
<hr/>	
Total works undertaken .....	701

The above represents the construction of 34.4 miles of pavements of various kinds and 58.3 miles of concrete sidewalks; an increase as compared with 1906 of 37 per cent.

The practice of the City Engineer tendering in competition with contractors, which was adopted some years ago, under the instructions of the City Council, has again demonstrated its usefulness. The tender of this department was found to be the lowest on 256 works, 15 sidewalks, 7 roadways and 1 curb were constructed by order of the Council without the formality of calling for tenders, and one was taken from the successful tenderer and constructed by day labor on account of de-

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lay on the part of the contractor. 127 of the total number were carried out by day labor, while of the remaining works 119 were awarded to contractors at the City's figures, the balance being carried over to 1908.

In reference to Tables 10 and 11, a saving is shown in favor of the property owners abutting on the streets on which the sidewalks were constructed by day labor, of \$6,816.26, and a saving due to the construction of roadways of \$14,817.53. In addition the department should also be given credit for a saving of \$4,170.96 on account of the department's tenders being the lowest, and which were accepted by the contractor at the City's figures, the said saving being the difference between the City's tender price and the contractor's tender. The total saving on day labor work completed in 1907 was, therefore, \$25,804.75. In addition to this, a saving was also effected on the cost of inspection which is always incurred on contract works, but which is rendered unnecessary in day labor work. This would be a further saving of \$4,504.

The amount of work carried out by day labor during the past year is very much larger than any previous year. This is accounted for largely by the greater facilities now on hand for executing the work and more work can be constructed by this system if facilities were increased. For instance, it would be of very great benefit to the City, and I am satisfied would result in a very large saving, if the City purchased a stone quarry, a sand and gravel pit, and the necessary machinery therefor.

#### ASPHALT PAVEMENTS.

The asphalt pavements constructed during the year total 76, of which 13 were of the heavy class, consisting of 6 inches of concrete foundation, a binder course of 1-inch and a 2-inch asphalt top; 59 were light pavements, having a 4-inch concrete foundation and a 2-inch asphalt surface; and 4 were old asphalt pavements relaid. The yardage for 1907 represents an increase of 31 per cent. over that of 1906. The price paid for asphalt averages \$2.19 for heavy and \$1.62 for light, which includes a guarantee for ten years. This shows an increase of 14 per cent. in the cost of heavy asphalt and 12 per cent. in the cost of light asphalt, as compared with the prevailing rate during 1906.

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### ASPHALT PLANT.

During the year the contract for the construction of an asphalt plant, of a capacity of 1,500 square yards per day of nine hours, was awarded to the Warren Asphalt Paving Company, of Boston. The amount of the contract was \$28,575.

The buildings containing and enclosing the plant are built of steel, the walls and roofs are covered with galvanized iron, and the floors are of reinforced concrete. The plant consists of:—

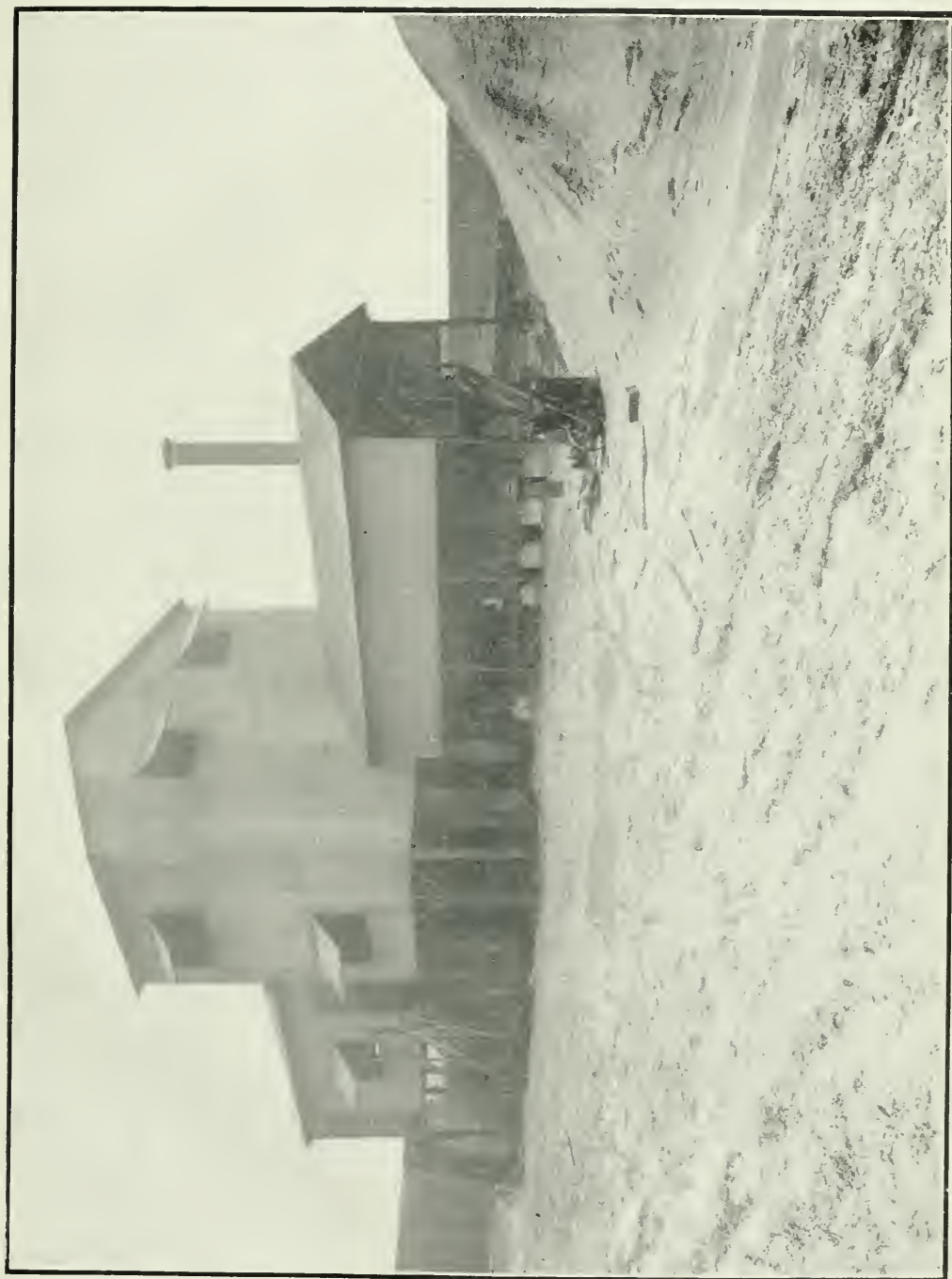
Two Self-contained Rotary Driers, manufactured by Warren Asphalt Paving Co., the revolving cylinders being 40 in. diameter and 19 ft. 6 in. long; draft is supplied by a 50-in. exhaust fan which discharges into a Cyclone Dust Collector; the driers are fed by 2 chain elevators and the hot sand or stone is discharged into an enclosed elevator and conveyed to steel storage bins (capacity 10 cu. yds. each), situated on the second floor, the stone bin being fitted with a rotary screen. There is also a storage bin for limestone dust provided on the second floor, having a capacity of 4 cu. yds. and fed by a dust elevator. The hot material and the dust are drawn by gravity into their respective weighing boxes which discharge into the mixer; the mixer has a capacity of 1,100 lbs. of topping mixture.

The asphalt cement is prepared in 3 enclosed melting tanks provided with mechanical agitation and having a capacity of 2,000 Imp. gals. each. The asphalt cement is elevated by air pressure to the asphalt weighing bucket, running on an overhead trolley to the mixer.

The storage tank for flux has a capacity of 10,000 Imp. gals. The flux is blown from it to the weighing tank on the first floor and drawn by gravity into the kettles.

The asphalt barrels are hoisted to the charging floor by a barrel elevator. Power to the main portion of the plant is supplied by a 10 in. x 12 in. automatic cut off centre crank engine, manufactured by the Erie Engine Works, and to the agitating tanks and barrel elevator by a 5 in. x 5 in. vertical automatic cut off engine, manufactured by the Sturtevant Blower Works. Compressed air used for forcing the asphalt cement out of the tanks and for other purposes is furnished by a 6 in. x 8 in. x 12 in. Knowles direct acting air compressor. Steam is





ASPHALT PLANT





ASPHALT PLANT





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supplied to these engines by a 60-H.P. Star water tube self-contained boiler. Street and plant tools, including an 8-ton and 5-ton steam asphalt rollers, five wagons, hand rollers, pitch kettles, etc., and 12 Wilkinson asphalt dump wagons, complete the equipment.

The plant was taken over by the City on October 1st, but owing to the non-arrival of the roller fittings the plant was not put into operation till the end of that month. During the remainder of the season three small pavements were laid, viz., Seaton Square, 2,256 square yards; Berti Street, 459 square yards; Ryerson Avenue, 313 square yards; total 3,028 square yards asphalt, California asphalt being used.

During the coming year we expect to be able to do all our repair work and probably a few streets. This, I think, will result in reducing the number of complaints which are constantly received, owing to the number of openings made in the different streets, especially in asphalt pavements, not being promptly repaired.

#### ASPHALT BLOCK PAVEMENT.

During the year there were about 5,097 square yards of this class of material laid on a concrete foundation of four or six inches in depth, on top of which was laid a mortar cushion one-half inch in depth, in which the blocks were imbedded before the mortar was set.

The first pavement of this description was constructed during the autumn of 1903 and up to the present time has shown very little signs of wear. The pavement is noiseless and can be easily repaired.

#### BRICK PAVEMENT.

During 1907 the brick pavements laid aggregated 46,417 square yards, representing 2.86 miles, and 10,410 square yards were also laid upon street railway track allowance. In nearly every instance Canadian bricks were used in preference to those manufactured in the United States. This was due largely to the increased price of the latter, which was about \$30 per thousand delivered on the street.

#### CEDAR BLOCK PAVEMENTS.

Only one street was paved with cedar blocks during the year. There is still about thirty-two miles of this pavement in the City, a large number of which are beyond repair and which should be renewed during the coming season.

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#### WOODEN BLOCK PAVEMENTS.

During the year four streets were laid with treated wooden blocks upon a concrete foundation upon which was placed a mortar cushion of not less than one-half inch in depth. It was intended to allow this cushion to harden and then place the blocks upon it, but this idea was abandoned and the blocks were laid in the mortar before it set and the joints filled with paving pitch. The blocks used were all tamarac 3 inches wide and 4 inches in depth, and from 6 to 10 inches long. The blocks were treated with the Carbolite Carbolineum process, six pounds of the fluid being used per square yard of surface. These blocks were treated by a local company, and from appearance they seem to be fairly satisfactory. I do not think that the blocks will last as long as if they had been treated with creosote forced in under pressure, but there are no works of this kind in Canada for treating blocks, and while a few car loads have been obtained from the United States, the cost makes the laying of them practically prohibitory.

#### TAR MACADAM PAVEMENTS.

During the year 0.73 miles of tar macadam pavement was constructed, but this includes two contracts which were let early in 1906 and not completed until 1907, the delay being due to the efforts of the interested ratepayers to have this class of pavement changed to asphalt, in which, however, they were unsuccessful.

#### BITULITHIC PAVEMENTS.

A total mileage of 4.348 of this class of pavement was laid during the year. This is an increase of 57 per cent. over the amount laid in 1906. The laying of this pavement is still controlled by one company, which somewhat limits its use. All the streets laid with this class of material have been done under a sufficiently signed petition from the property owners. This pavement gives very satisfactory results, and up to the present no repairs have been necessary, except where cuts have been made. The pavement is not as slippery nor as noisy as asphalt, but so far it has not been laid on streets where there is very heavy traffic.

#### MACADAM ROADWAYS.

The macadam roadways constructed this year total 1.434 miles and represent a yardage of 22,612 square yards. This shows a decrease

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when compared with previous years, and is an indication that the rate-payers are realizing the necessity of more permanent pavements.

#### CONCRETE PAVEMENTS.

Six concrete pavements were constructed during the year, representing a mileage of 0.448.

Pavements of this description are used with success on lanes and small thoroughfares, but I do not consider them suitable for streets where there is much traffic. The material, under heavy traffic, disintegrates at the joints.

#### CONCRETE SIDEWALKS.

During the year 494 concrete sidewalks were constructed. The total mileage laid was 58.3, which is an increase of 34 per cent. when compared with the mileage laid in 1906. This Department also constructed 60,770 square feet of concrete flooring for the new Exhibition Grand Stand. The total length of concrete sidewalks now in the City is 289.18 miles, and in connection with these sidewalks 120,732 lineal feet of concrete curbing was laid.

The property owners are still very persistent in requesting that sidewalks should be laid out to the curb. While from their point of view it may be a very good thing, as it gives a much greater space of boulevard between the curb and the house, from the City's standpoint there are several objections, amongst others, that the snow cleaned from the sidewalk constructed out to the curb is put into the gutter, entailing a great deal of additional work in cleaning same out, and when the water from the snow piled on the lawns is alternately thawing and freezing, and cannot get away, it makes the walk very dangerous for pedestrians. In connection with private entrances the sloping of one-half of the sidewalk is rendered necessary, making it very dangerous for the public, especially at night, and several accidents have already occurred owing to people slipping on this sloping portion of the walk: and in addition, in the hot weather, the sidewalk out to the curb prevents almost entirely any shade from the trees.

#### PLANK SIDEWALKS.

Only one plank sidewalk was constructed during the year as a local improvement, the length being 400 feet.



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#### MAINTENANCE DEPARTMENT.

During the year a great deal of work was done by the Maintenance branch of the Roadway Department, which includes, of course, the necessary repairs to the various pavements.

The total number of foremen engaged was eleven. For further information I refer you to the report of the Assistant Engineer in charge of this branch of the Department.

#### TRACK ALLOWANCE CONSTRUCTION AND RECONSTRUCTION.

About 1.144 miles of new pavement in connection with the relaying of new tracks was put down during the year. The work was constructed on lines similar to those of the previous year, with the exception that the large wooden tie at the joint was replaced by two steel ties.

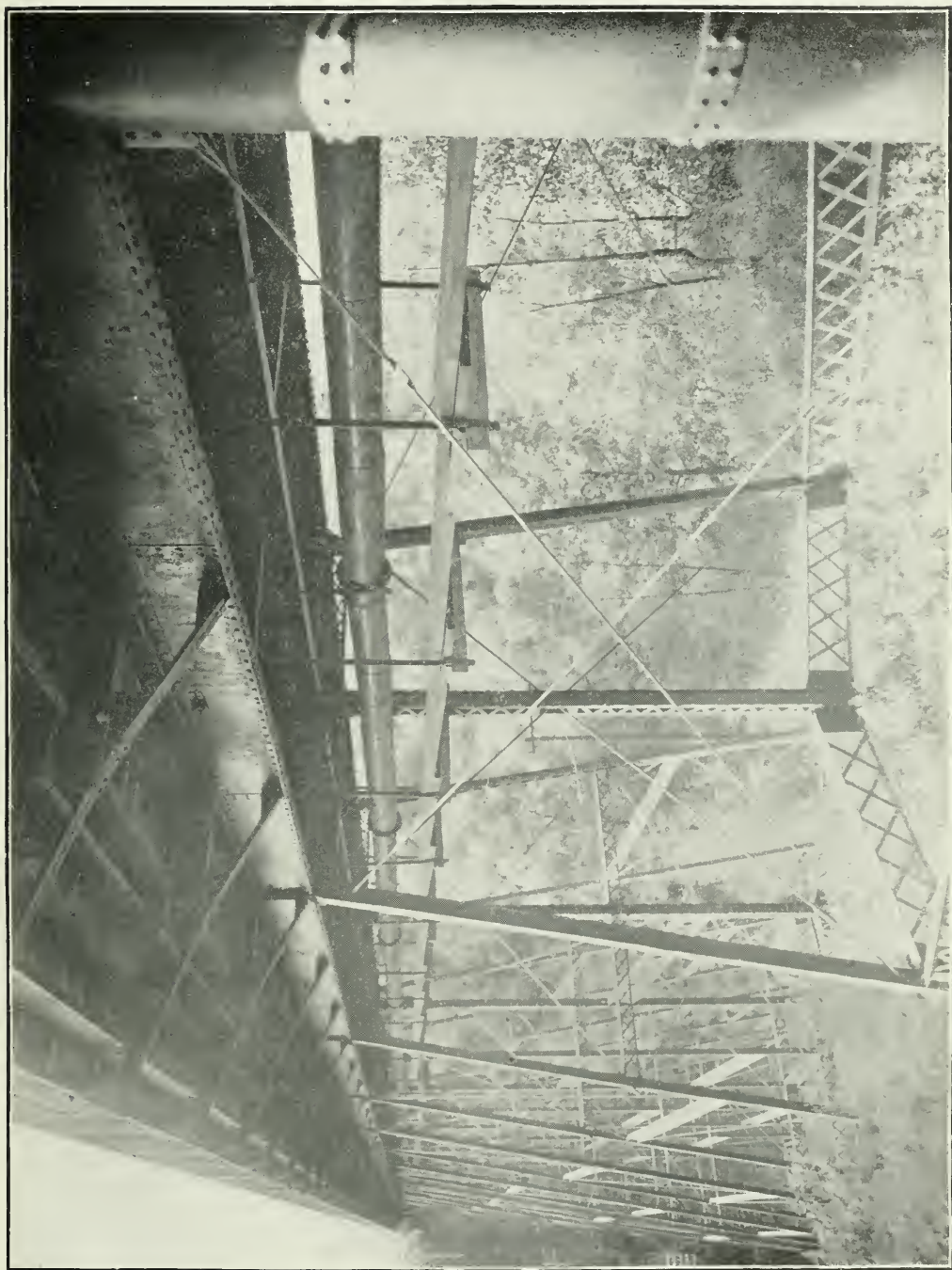
The tracks, which were laid some years ago upon wooden ties with concrete between the ties, are in a very poor condition, and no extensive repairs have been made, owing, first, to the uncertainty as to who is responsible for the maintenance, and secondly, to the fact that I consider it of very little use to make extensive repairs until the company are prepared to lay down a heavier type of rail.

During 1907, however, owing to the very dangerous condition of certain tracks, the Toronto Railway Company relaid about 5.3 miles with a 7-inch rail, weighing ninety pounds to the yard. Whilst it would have been preferable to have removed the old foundation entirely and to have replaced it with the standard type of construction now in use, the Council did not consider that the City was called upon to do this, and consequently the rails were relaid on the wooden ties.

In addition, during the year, three or four of the principal intersections were relaid with new steel on a 12-inch concrete foundation, and at the intersections of King and Yonge Streets, and King and Church Streets, wooden paving blocks were laid. Details of these intersections will be found in Table No. 7 attached hereto.

#### SEWERS.

During the past year a total of 49,045 lineal feet or 9.29 miles of sewers were constructed. This makes the total mileage of sewers in the



SEWER UNDER GLEN ROAD BRIDGE



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City 265.82. In addition to the above there were also constructed by day labor 68,244 lineal feet of six-inch drain: 6,107 lineal feet of nine-inch drain and thirteen and one-half lineal feet of fifteen-inch drain, from a connection with the main sewers to the property line. The cost of this work is paid for by the owners. This is an increase of 10,811 lineal feet over those constructed during the preceding year.

#### NORTH ROSEDALE DRAINAGE.

In order to drain the newly annexed district of North Rosedale, it was necessary to carry a sewer across the North Glen Road Bridge, and this was effected by means of suspending a 15-inch steel pipe under the bridge floor. I attach hereto a photograph showing the method of construction.

A storm over-flow sewer was also constructed on the north side of the bridge, and was connected, by means of a box drain, with the creek in the Ravine.

#### WOODBINE AVENUE SEWAGE DISPOSAL WORKS

This system was completed on January 24th and put in operation on April 11th. Niagara power is supplied by The Toronto Electric Light Company for the operating of the two pumps, one at the foot of Woodbine Avenue and the other at Kenilworth Avenue.

Samples of the effluent are taken three times per day and forwarded to the Provincial Bacteriologist.

The system is meeting the purpose for which it was designed in a very satisfactory manner.

During the year the City constructed seven sewers by day labor, on which a profit of \$898 was made.

For further particulars I would refer you to the report of the Assistant Engineer in charge of this work.

#### REPAIRS AND MAINTENANCE OF BRIDGES, WHARVES, ETC., 1907.

The usual repairs to bridges and wharves have been undertaken. The wooden foot bridge crossing the Don at Riverdale Park was found



to be in a dangerous condition, and was torn down and a contract for a new steel bridge has been awarded, and will be erected early during the coming year.

A new steel foot bridge has been erected across the Grand Trunk and Canadian Pacific Railways at Wallace Avenue. The cost of this work was as follows:—

Concrete foundations .....	\$ 585 00
Steel superstructure .....	4,200 00
	—————\$4,785 00

#### LANSDOWNE AVENUE SUBWAY.

The contract for the substructure was awarded to the Godson Contracting Company, of this City, which portion of the contract is almost completed. Owing to the refusal of the Canadian bridge companies to tender for the steel work, on account of some clauses in the specifications referring to labor, the contract for the steel superstructure was awarded to the Cleveland Bridge & Engineering Company, of Darlington, England.

#### PUBLIC CONVENIENCES.

The number of persons using these conveniences during the year is as follows:—

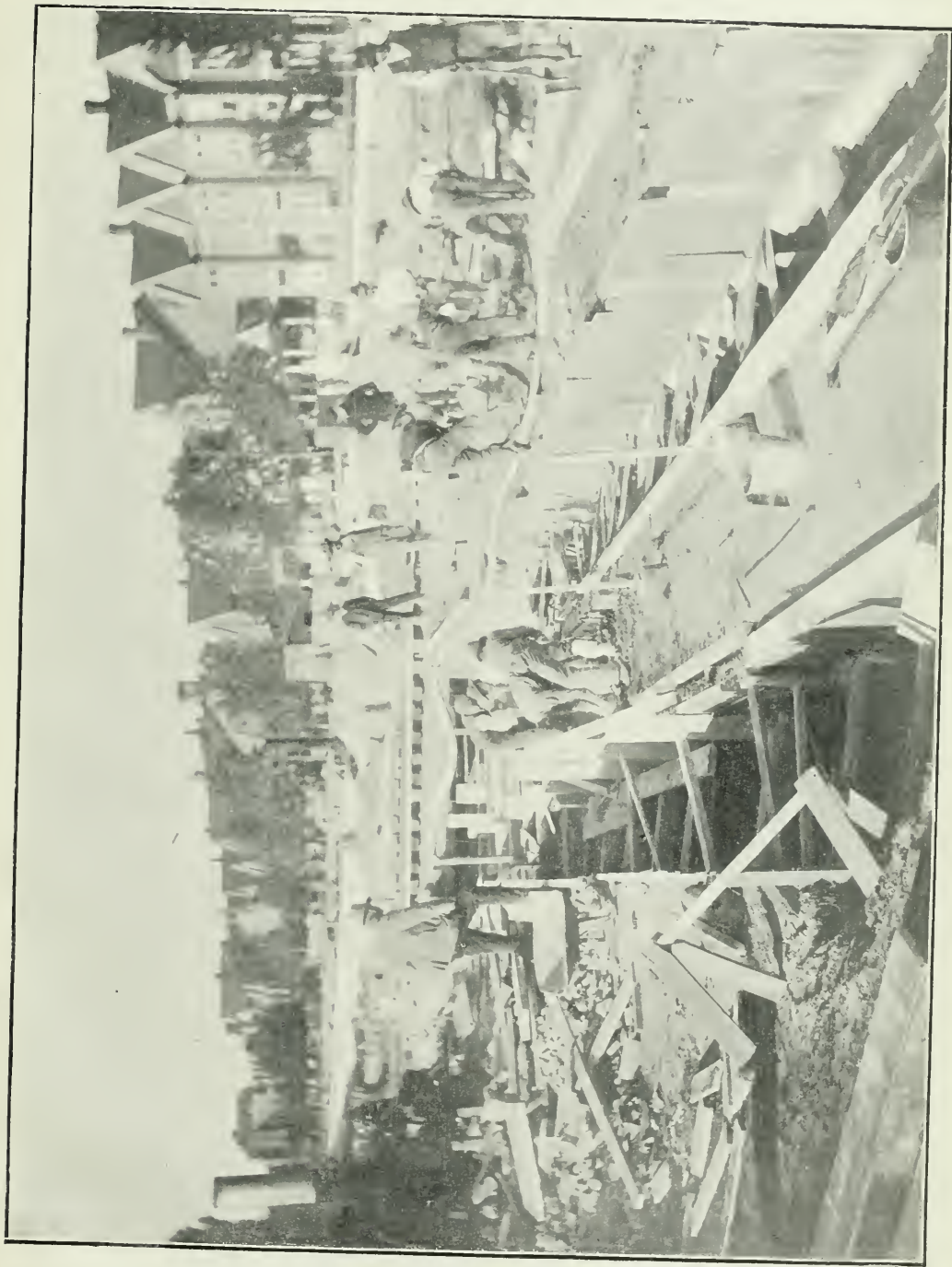
Yonge and Cottingham Streets .....	117,766
Queen Street and Spadina Avenue .....	525,330
Adelaide and Toronto Streets .....	266,839

This is an average of 2,293 persons per day.

#### SPECIAL WORKS.

Owing to the large increase in the amount of work it was necessary to obtain the services of another assistant engineer, who had charge of the Sea Wall along the front of Exhibition Grounds; the construction of the groyne in the Lake opposite Simeoe Park and also the construction of a spur line into Ashbridge's Bay Marsh, elimination of grade crossings, etc., etc.

A complete Hydrographic survey of the Lake Shore, between Queen's Wharf and the Humber River, was completed, and work was commenced on the crib-work protection opposite the Exhibition Grounds



LANSDOWNE AVE. SUBWAY CONSTRUCTION



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in the Fall. Out of the total length of 2,800 feet, five hundred feet was completed before the work was stopped for the winter. The balance of the cribs have been constructed and are ready for placing as soon as the weather permits.

Two groynes of heavy stone, laid upon mattresses made of brush, were constructed at Simcoe Park.

In addition to the very large correspondence necessary in the carrying out of these works, 840 reports and letters were forwarded to the Board of Control and different Committees. Of this number 746 were sent to the Mayor and Board of Control.

Respectfully submitted,

C. H. RUST,

*City Engineer, and Chief Engineer and Manager of the Water-Works.*



# REPORT OF DEPUTY CITY ENGINEER AND ASSISTANT ENGINEER IN CHARGE OF WATER WORKS.

CITY ENGINEER'S DEPARTMENT,  
Toronto, December 31st, 1907.

MR. C. H. RUST,  
*City Engineer.*

DEAR SIR,—I herewith submit the Annual Report of this Department for the year ending December 31st, 1907.

## DISTRIBUTION.

71,837 feet of mains have been laid during the year, consisting of:—

100	feet of 24-inch cast iron main.			
30,211½	“ 12-inch	“	“	“
421	“ 8-inch	“	“	“
39,845½	“ 6-inch	“	“	“
1,029	“ 4-inch	“	“	“
230	“ 3-inch	“	“	“
<hr/>				
71,837	feet.			

At the end of the year the total length of mains in use was 305.597 miles.

## STOP VALVES.

The number of stop valves placed in position is as follows:—

1	24-inch stop valve.
1	20-inch “
59	12-inch “
1	8-inch “
111	6-inch “
3	4-inch “
1	3-inch “

There were taken out during the year five 6-inch, one 4-inch and one 3-inch stop valves, making a total of 2,824 stop valves.

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#### CHECK VALVES.

There were placed in position during the year, two 6-inch check valves, making a total number in use of 73 check valves.

#### HYDRANTS.

Fire hydrants to the number of one hundred and twenty-eight have been placed on the streets during the year, consisting of fifty-five 3-way and seventy-three 2-way hydrants.

In addition, thirteen 2-way hydrants have been replaced by 3-way hydrants.

Two 2-way hydrants have been placed at the Asphalt Plant, Frederick Street Yard, and three 2-way hydrants at the University Grounds.

Eleven 2-way hydrants were removed from off the streets and one 2-way from the University Grounds, leaving a total of 3,544 hydrants in use.

#### HOUSE SERVICES.

The total number of services laid this year was 3,961.

#### LEAKS ON MAINS.

7	on	36-inch	main.
2	"	30-inch	"
3	"	24-inch	"
—	"	20-inch	"
—	"	16-inch	"
93	"	12-inch	"
—	"	10-inch	"
1	"	8-inch	"
122	"	6-inch	"
6	"	4-inch	"
—	"	3-inch	"

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234 of all sizes.

The cost of repairing, exclusive of repairs to asphalt pavements, was \$2,295.64, including material used, or an average cost of \$9.81 per leak.

The average number of leaks per mile of distribution is 0.76, and the average cost per mile \$7.52.

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 STORE HOUSE.

The stock on hand has been checked and found correct.

## STABLES.

The cost of this branch for the year, including feed, veterinary surgeon, repairs to wagons, harness, sleighs, etc., was \$6,951.40.

## METER AND MACHINE SHOP.

General repairs have been done for the following Departments:—City Treasurer, Engineer, City Hall Boiler Room, Conduit, Public Conveniences, Park Commissioner, Electrolysis Survey, Fountains, House Services, High Pressure Fire System, St. Lawrence Market, Island Fire Protection, Island Water Works, Weed Cutter, Main Pumping Station, Island Pumping Station, High Level Pumping Station, Sand Pumps Nos. 1 and 2, Reservoir Grounds, Roadway, Sewers, Special Survey, Tug "National," Tunnel.

The total number of meters in use .....	2,587
Number of meters rebuilt in shop.....	345
Number of meters inspected and repaired without removal .....	1,173
Number of meters taken off for repairs and replaced.	317
New meter takers .....	153
Meters ordered off .....	79
Valves placed on Island in Spring for fire protection	48
Number of drinking taps placed on Island .....	21
Drinking fountains in use in City .....	65
Combination fountains .....	15
New meter boxes put in .....	110

## HYDRANT AND VALVE DEPARTMENT.

Hydrants inspected .....	22,146
" pumped, packed and oiled .....	1,539
" blown out, pumped, packed and oiled.....	454
" thawed with boiler, pumped, packed and oiled .....	402
" repaired on street .....	401
Jackets driven .....	6
Nozzles caulked .....	211
Tightened with bar and chain .....	14
Set in line .....	65

New hydrants gone over in shop and repaired.....	21
Valves inspected on street .....	133
Packed and oiled .....	146
Glands tightened .....	8
Repaired on street .....	14
Mains blown out .....	16
Gaskets made for high pressure.....1,340— 8-in.	
107—20-in.	
1—12-in.	
	1,448
High pressure hydrants tested .....	138

## BRASS WORK TESTED IN SHOP.

$\frac{5}{8}$ x $\frac{1}{2}$ x $\frac{1}{2}$ -in. double cocks .....	2,161
$\frac{3}{4}$ x $\frac{5}{8}$ x $\frac{5}{8}$ -in. double cocks .....	539
$\frac{5}{8}$ -in. single cocks .....	1,048
$\frac{3}{4}$ -in. " .....	891
1-in. " .....	284
$1\frac{1}{2}$ -in. " .....	3,422
$\frac{3}{8}$ -in. couplings .....	417
$\frac{1}{2}$ -in. " .....	1,745
$\frac{5}{8}$ -in. " .....	589
$\frac{3}{4}$ -in. " .....	403
$\frac{5}{8}$ -in. screwed nipples .....	122
$\frac{5}{8}$ -in. driving nipples .....	1,196
$\frac{3}{4}$ -in. " .....	710
$\frac{1}{2}$ -in. " .....	1,086
$\frac{1}{2}$ -in. screwed nipples.....	1,296
$\frac{3}{8}$ -in. single cocks .....	151
$\frac{3}{4}$ -in. screwed nipples.....	300
1-in. " .....	208
Total .....	16,568

## VALVES TESTED IN SHOP.

12-in.	8-in.	6-in.	3-in.	2-in.	1-in.	$\frac{3}{4}$ -in.	$\frac{1}{2}$ -in.	$\frac{1}{4}$ -in.	Total.
60	6	157	12	134	57	24	26	10	486

## HYDRANTS, RE-PLACED ON STREET.

2-ways with 2-ways.	3-ways with 3-ways.	2-ways with 3-ways.
55	14	9
3-ways with 2-ways.	4-ways with 4-ways.	
2	1	





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Repaired reamers .....	3
"    dogs .....	4
New dogs .....	2
Repaired tongs .....	8
Pr. hames .....	4
Eye pins .....	18
Steel scrapers .....	2
"    forgings .....	8
New caulking tools .....	6
Fountain hooks .....	55
New plates .....	38
Steel studs .....	37
Turnbuckles .....	66
New tan pins .....	4 sets.
"    mudhole bridges .....	12
"    "    bolts .....	18
"    "    "    repaired .....	8

#### RESERVOIR.

The average depth of water in the Reservoir for the year was 16 ft., 0 ins., equal to an elevation of 212 feet 0 inches above zero level of Lake Ontario and containing 22,981,860 gallons.

The lowest elevation of water was 204 feet 1 inch above zero on June 29th, and the highest 216 feet 0 inches on November 18th.

The Reservoir could not be spared for cleaning again this year owing to the difficulty of keeping up the supply of water and pressure in the mains.

#### TEMPERATURE OF WATER.

The average temperature for the year taken at the City Hall tap was 43.06 degrees Fahrenheit.

The highest temperature 62 degrees Fahrenheit on the 11th of September and the lowest 35 degrees Fahrenheit on the 2nd of March.

#### HIGH LEVEL PUMPING STATION.

1,822,427,753 gallons of water were repumped during the year, the daily average being 4,992,953 gallons.

The cost of running the station, including repairs, etc., was \$15,607.44.

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The contractor for the new 6-million gallon pumping engine has not yet commenced the installation of same, but the major portion of the engine has been completed and it should be in use within the next three or four months.

#### TUNNEL.

Last year the contractor for this work had succeeded in sinking the casing for the south shaft down and into the rock. To excavate a chamber of sufficient size in line of the tunnel in which to erect the boring machine, drilling and blasting was commenced on the 18th of January and the erection of the boring machine in the tunnel began on April 22nd and was completed by June 11th, when the boring machine was turned over for the first time; from then till 12th September it was tried out, but failed to work satisfactorily, and was then taken out, recourse being had to the usual practice of drilling and blasting, 829.5 feet of tunnel being excavated at the south end by the 31st of December. On 23rd of April contractor commenced work on Shaft No. 1 at north or Pumping Station end of tunnel. The heading was started on October 23rd and by December 31st 501 ft. had been excavated. The concrete side walls were started in the south heading on December 4th, and in the north heading on the 7th.

#### HIGH PRESSURE FIRE SYSTEM.

Progress on this work has been fair. All of the mains, with two or three exceptions, have been laid, consisting of 6,492 feet of 20-inch main, 22,278 feet of 12-inch and 12,335 feet of 8-inch main; one hundred and thirty-six 3-way hydrants have been installed.

The Westinghouse-Parsons Steam Turbines for driving the turbine pumps have been erected, and the pumps connected to them. The contractors are now making the necessary pipe connections for steam suction and discharge pipes. As soon as these have been completed the system will be ready for operation. This should be early in the year.

#### ISLAND PUMPING STATION.

Pumping at this station commenced on the 20th April, and continued at work till the 5th November, when the station was closed for the season.

The very great increase in consumption necessitated the installation of a large engine to provide for future demands. A contract was therefore made with the Jno. Inglis Company for a one-million gallon engine to cost \$3,565. An addition was also made to the station to contain the engine as well as boiler. The building and boiler are both completed and the engine ready for setting up.

#### MAIN PUMPING STATION.

11,085,116,056 gallons of water were pumped during the year. Of this quantity

	Imp. gallons.
Nos. 1 and 2 engines pumped.....	299,911,111
Nos. 4 and 5 engines pumped.....	5,687,309,798
No. 6 engine pumped .....	4,359,826,259
Total.....	10,356,547,168

For the year the average daily pumpage was 28,374,101 gallons.

Last year the average daily pumpage was.....27,012,291 gallons.

Showing an increase of..... 1,361,810 gallons per day.

The coal used during the year amounted to 15,384  $\frac{63}{100}$  tons.

The cost of running the station was:

For coal and cartage of ashes .....	\$48,380 46
Wages, oil, waste, repairs, etc.....	53,630 50
	<u>\$101,910 96</u>

#### DREDGING OPERATIONS.

Dredge No. 1 went into commission on the 9th of May, dredging and filling at the foot of Oriole Avenue on the Island till the 21st, when it was moved to the entrance of Keating's Channel, working there and through the channel till the 29th of June, when it was taken to Coatsworth's Cut to clean out the entrance to the lake, at which work it was engaged till the 11th July. It was then taken to the lagoon in rear of the Royal Canadian Yacht Club property, to fill in the low ground there and back up the sea wall constructed by the Club on the



bay side, finishing this work on the 9th August, when it was moved to the rear of Judge Anglin's cottage, to do some filling for him, finishing on the 13th. It was then engaged levelling up Heber's Park till the 5th September, when it was employed deepening and widening the channel between Hanlan's and the Sick Children's Hospital, at which it remained till the 30th of November, when the dredge was taken over to the City and laid up for the season.

#### DREDGE No. 2.

This dredge was put in commission on the 4th of April and started dredging and deepening the proposed regatta course lying between Hanlan's Point and the Sand Bar to the west, and extending from the bridge leading to Turner's Baths northward towards the City. It was engaged at this work till the 1st of July, and was then taken to the east end of the proposed Athletic Grounds, where it was employed till the 7th of September filling and raising the same, the area covered being about 40 acres, after which it was taken to Ward's Island and commenced excavating a channel in line with, but north of the breakwater, about 500 feet, the material being deposited between the breakwater and the channel, over 1,000 feet in length by 500 feet in width being reclaimed by the 3rd of December, when the dredge was laid up.

Yours respectfully,

C. L. FELLOWES.

*Deputy Chief Engineer.*

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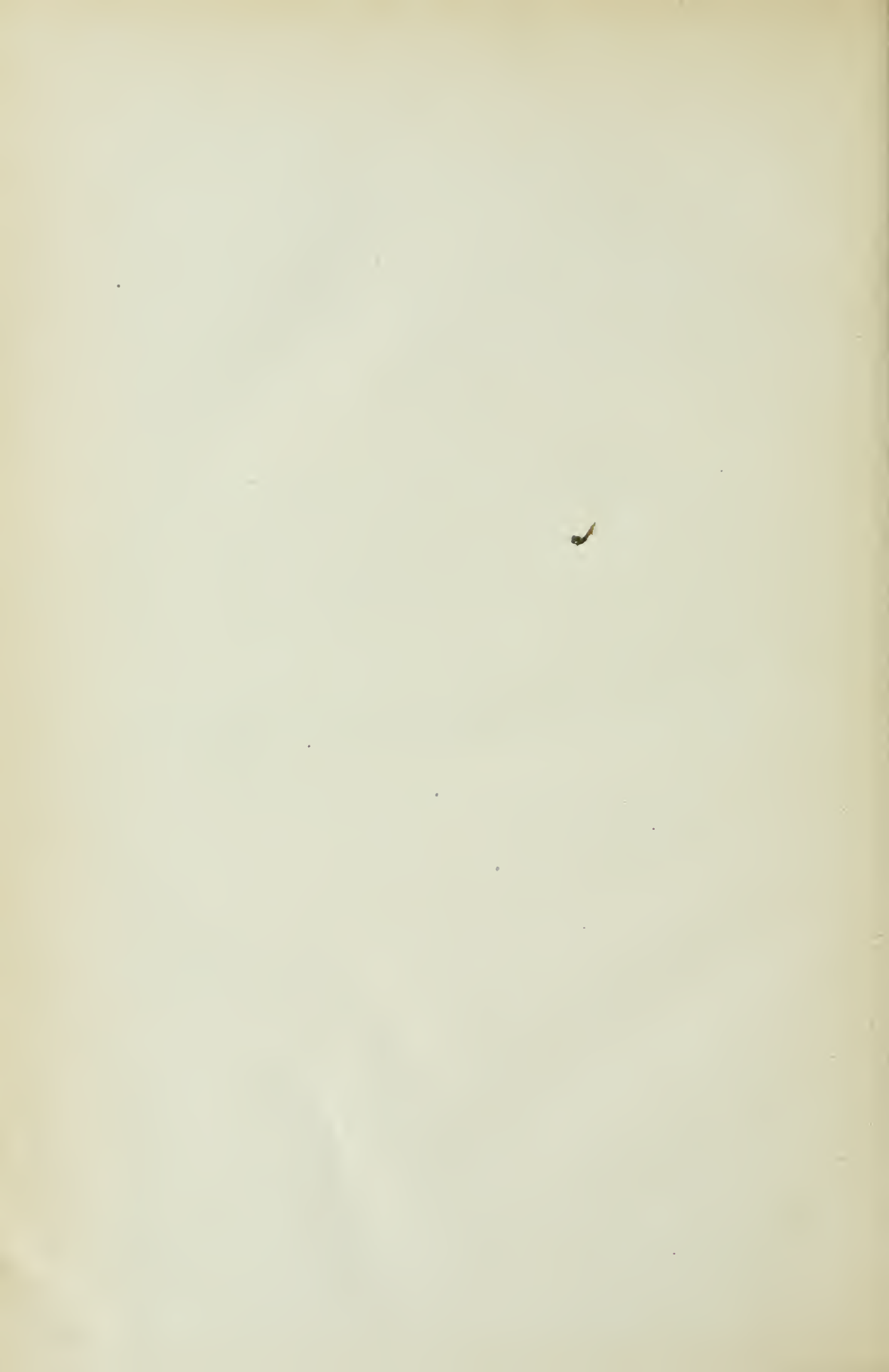
SCHEDULES

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WATER WORKS. DEPARTMENT

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SCHEDULE No. 1,  
STATEMENT OF WATER PUMPED BY ENGINES NOS. 1 AND 2 FOR THE YEAR 1907.

Month.	No. of Days on which Engines were Working.		Number of Hours Working Each Month.		Number of Strokes for Each Engine per Month.		Quantity of Water Pumped per Month by Each Engine in Imp. Gals. Gross.		Total Quantity Pumped in Imp. Gals. Gross.	Percentage in Slip	Total Quantity Pumped in Imp. Gals. Net.	Average Pressure on Pumps.	Average Level of Water in Well Below Zero.		Total Quantity of Coal Con- sumed per Month by Engines, Nos. 1 and 2.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 1.	No. 2.	No. 1.	No. 2.							
													h. m.	h. m.	
January .....															Tous. Lbs. 25 140
February .....	1		7 45		5,980		1,363,440		1,363,440	4	1,308,903	86	16	2	24 520
March .....	3		55 00		43,790		9,984,120		9,984,120	4	9,584,756	88	17	2	61 220
April .....	17		347 20		261,564		59,636,592		59,636,592	4	57,251,129	93	19	8	159 1,380
May .....	10	4	221 50	85 40	163,796	52,313	37,345,488	24,011,667	61,357,155	4	58,902,869	91	18	8	189 500
June .....	2	9	12 40	173 10	10,520	112,346	2,398,560	51,566,814	53,965,374	4	51,806,760	90	18	2	167 390
July .....															21 1,760
August .....	1		6 00		4,356		993,168		993,168	4	953,442	90	21	3	
September .....															
October .....	14	14	314 25	316 00	206,404	170,038	47,060,112	78,047,442	125,107,554	4	120,103,252	93	20	11	258 430
November .....															9 080
December .....															11 1,540
Totals.....	48	27	965 00	574 50	696,410	334,697	158,781,480	153,625,923	312,407,403	4	299,911,111	631	132	0	927 960
Monthly averages ..	4.0	2.2	80 25	47 54	58,034	27,891	13,231,790	12,802,160	26,033,950	4	24,992,592	90.1	18	10	77 580





## SCHEDULE No. 2.

STATEMENT OF WATER PUMPED BY ENGINES NOS. 4 AND 5 FOR THE YEAR 1907.

Month.	No. of Days on which Engines were working.		Number of Hours working each Month.		Number of Strokes made by Engines each Month.		Quantity of Water Pump'd each Month by each Engine—Imperial Gallons, Gross.			Total Quantity Pumped by Nos. 4 & 5 Engines. Imp. Gallons Gross.	Percentage of Ship.	Total Quantity Pumped. Imp. Gallons Net.	Average Pressure on Pumps.	Average Lift by Engines.	Total Quantity of Coal used under Boilers each Month.
	No. 4.	No. 5	No. 4.	No. 5.	No. 4.	No. 5.	No. 4.	No. 5.							
January .....	25	31	h. m. 475 30	h. m. 726 30	723,357	1,331,793	152,628,327	279,676,530	432,301,857	2	423,658,760	Pounds, 91.0	Ft. In. 24 3	Tons, Lbs. 639 1,080	
February .....	24	28	525 45	667 45	806,654	1,188,095	170,203,994	249,499,950	419,703,944	2	411,309,866	90.3	24 10	597 1,000	
March.....	30	31	710 30	734 10	1,127,778	1,288,015	237,961,158	270,483,150	508,444,308	2	498,275,422	92.8	24 11	714 650	
April .....	21	21	434 15	480 55	778,117	941,648	164,182,687	197,746,080	361,928,767	2	354,690,192	91.0	24 0	531 1,530	
May.....	21	31	460 10	708 40	761,162	1,377,038	160,605,182	289,177,980	449,783,162	2	440,787,499	91.2	24 2	642 1,170	
June .....	28	30	638 50	692 50	1,090,288	1,328,591	230,050,768	279,004,110	509,054,878	2	498,873,781	90.4	25 0	678 340	
July.....	31	31	736 30	740 25	1,292,814	1,462,173	272,783,751	307,056,330	579,840,084	2	568,243,281	93.0	26 0	811 1,150	
August .....	31	31	739 30	740 30	1,317,713	1,474,026	278,037,443	309,545,460	587,582,903	2	575,831,245	91.8	26 5	799 130	
September.....	30	30	717 20	715 25	1,257,490	1,395,783	265,330,390	293,114,430	558,444,820	2	547,275,924	93.4	26 10	765 1,860	
October .....	30	31	708 28	734 50	1,268,903	1,448,613	267,738,533	301,208,730	571,947,263	2	560,508,318	92.6	26 3	772 450	
November .....	26	30	561 50	714 40	795,940	1,212,913	167,943,340	254,711,730	422,655,070	2	414,201,969	92.7	25 4	610 265	
December .....	22	31	441 20	719 45	627,606	1,282,292	132,424,866	269,262,420	401,687,286	2	393,653,541	92.6	25 2	584 1,845	
Totals.....	319	356	7,149 58	8,376 25	11,847,822	15,730,890	2,499,890,442	3,303,486,900	5,803,377,342	2	5,687,309,798	1,102.8	303 2	8,147 1,470	
Monthly Averages ..	26.5	29.6	595 49	698 02	978,976	1,310,907	208,324,203	275,290,575	483,614,778	2	473,942,483	91.9	25 3	678 1,956	



## SCHEDULE No. 3.

## STATEMENT OF WATER PUMPED BY ENGINE No. 6 FOR THE YEAR 1907.

Month.	No. of Days on which Engine Worked.	No. of Hours Working each Month.	Number of Strokes made by Engine each Month.	Quantity of Water Pumped each Month. Imp. Gallons Gross.	Percentage of Ship.	Quantity of Water Pumped each Month. Imp. Gallons Net.	Average Pressure Pump.	Average Lift by Engine.	Total Quantity of Coal used under Boilers each Month.
		h. m.					Pounds.	Ft. In.	Tons. Lbs.
January .....	31	743 00	721,887	381,733,815	1	377,916,507	92.3	23 2	573 610
February .....	28	652 15	649,818	343,639,622	1	340,203,226	92.1	23 6	538 930
March .....	30	689 00	673,917	356,367,309	1	352,803,636	93.1	24 1	509 110
April .....	30	719 00	700,365	370,353,012	1	366,649,482	93.2	22 9	516 960
May .....	28	655 30	637,717	337,224,749	1	333,352,502	93.2	22 11	471 750
June .....	27	628 15	614,742	325,075,569	1	321,324,314	92.4	23 11	186 220
July .....	31	743 00	729,363	385,687,154	1	381,830,283	95.1	24 2	559 240
August .....	31	718 60	703,447	371,982,773	1	368,262,946	94.6	24 9	547 850
September .....	30	716 15	703,875	372,209,100	1	368,487,009	96.0	25 2	560 230
October .....	19	427 55	511,030	270,768,584	1	268,001,499	96.0	24 9	458 1,660
November .....	30	714 30	819,273	433,231,562	1	428,899,247	93.7	24 4	548 655
December .....	31	740 00	861,671	455,651,624	1	451,095,108	95.0	24 0	540 985
Totals .....	346	8,156 40	8,103,775	4,403,864,683	1	4,359,826,259	1,126.3	287 6	6,309 200
Monthly Averages .....	28.8	679 43	675,314	366,988,723	1	363,318,354	93.8	23 11	525 1,516





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## SCHEDULE No. 4.

RECORD OF WATER RE-PUMPED AT HIGH LEVEL STATION FOR THE YEAR 1907.

Month.	Number of Hours Engines working.		Number of Revolutions made by Pumps.		Quantity of Water Re-pumped.		Total Quan- tity of Water Re-pumped by both En- gines in Imp. Gallons Gross.	Percentage of Slip.	Total Quan- tity of Water Re-pumped Imp. Gallons Net.	Average Pressure on Force Mains.	Average Pressure on Suction Mains.	Total, Quan- tity of Coal Consumed under Boilers.		Coal Con- sumed for Banking Fires, Raising Steam, etc.		Coal Con- sumed while Pumping.	
	No. 1.	No. 2.	No. 1.	No. 2.	No. 1.	No. 2.											
	b. m.	b. m.								Lbs.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.
January.....	496 00	744 00	1,677,874	1,619,133	76,343,267	72,860,985	149,204,252	1	147,712,210	58.17	20.96	145	1,451	11	1,100	133	351
February .....	448 00	672 00	1,506,323	1,501,468	68,537,696	67,566,960	136,103,756	1	134,742,719	58.25	21.17	129	564	9	1,600	119	964
March .....	498 00	742 00	1,659,534	1,659,962	75,508,797	74,698,290	150,207,087	1	148,705,017	58.43	20.85	141	366	11	400	129	1,966
April .....	480 45	718 00	1,676,707	1,551,276	76,290,168	69,807,420	146,097,588	1	144,636,613	58.28	21.34	133	901	10	1,000	122	1,901
May .....	496 00	744 00	1,803,317	1,636,262	82,050,923	73,631,790	155,682,713	1	154,125,886	58.20	21.39	136	1,739	11	400	125	1,339
June .....	480 00	720 00	1,789,035	1,675,224	81,401,092	75,385,080	156,786,172	1	155,218,311	58.27	20.73	133	716	10	1,000	122	1,716
July .....	496 00	744 00	1,871,099	1,709,164	85,135,004	76,912,380	162,047,384	1	160,426,911	58.30	21.24	146	1,396	10	1,700	135	1,696
August .....	496 00	744 00	1,850,940	1,435,820	84,217,770	64,611,900	148,829,670	1	147,341,374	58.41	21.33	133	1,339	10	1,700	122	1,639
September .....	480 00	720 00	1,720,149	1,598,055	78,266,779	71,912,475	150,179,254	1	148,677,462	58.37	21.37	134	036	10	1,700	123	336
October .....	494 30	744 00	1,764,734	1,694,056	80,295,397	76,232,520	156,527,917	1	154,962,638	58.12	21.42	144	1,751	11	400	133	1,351
November .....	480 00	720 00	1,693,057	1,677,871	77,034,093	75,504,195	152,538,288	1	151,012,906	58.26	21.47	156	261	10	1,700	145	1,561
December .....	496 00	742 00	1,764,947	1,731,524	80,305,088	77,918,580	158,223,668	1	156,641,432	58.44	21.50	142	571	10	1,700	131	1,871
Totals.....	5,841 15	8,754 00	20,777,716	19,489,815	945,386,078	877,041,675	1,822,427,753	1	1,804,203,476	699.50	254.77	1,677	1,091	130	400	1,547	691
Monthly Averages ..	486 46	729 30	1,731,476	1,624,151	78,782,173	73,086,806	151,868,979	1	150,350,289	58.29	21.23	139	1,590	10	1,700	128	1,890

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## SCHEDULE No. 5.

COMPARATIVE STATEMENT OF COAL CONSUMED AND WATER PUMPED BY MONTHS FOR THE YEARS 1906 AND 1907.

MONTH.	Engine Nos.	1906.				Engine Nos.	1907.			
		Water.		Coal.			Water.		Coal.	
		Quantity Pumped.	Total Quantity Pumped.	Quantity Consumed.	Total Consumption.		Quantity Pumped.	Total Quantity Pumped.	Quantity Consumed.	Total Consumption.
		Imp.Gals. Net.	Imp.Gals. Net.	Tons. Lbs.	Tons. Lbs.		Imp.Gals. Net.	Imp.Gals. Net.	Tons. Lbs.	Tons. Lbs.
January	1 and 2 4 and 5 6	35,198,372 410,869,827 306,330,430		185 480 555 570 371 1,170		1 and 2 4 and 5 6			25 140 639 1,080 573 610	
February	1 and 2 4 and 5 6	24,339,238 297,558,660 395,419,608	752,398,629	106 520 417 1,260 476 280	1,112 220	1 and 2 4 and 5 6	1,308,903 411,309,866 340,203,226	801,575,267	24 520 597 1,000 538 930	1,237 1,830
March	1 and 2 4 and 5 6	107,158,735 493,483,874 198,582,236	717,317,506	421 940 686 1,260 240 1,110	1,000 60	1 and 2 4 and 5 6	9,584,756 198,275,422 352,803,636	762,821,995	61 220 714 650 509 110	1,160 450
April	1 and 2 4 and 5 6	63,141,089 423,321,649 272,613,639	799,224,845	250 1,505 589 590 326 870	1,348 1,310	1 and 2 4 and 5 6	57,251,129 354,690,192 366,649,482	860,663,814	159 1,380 531 1,530 516 960	1,284 980
May	1 and 2 4 and 5 6		759,076,377		1,169 695	1 and 2 5 and 5 6	58,902,869 440,787,499 333,352,502	778,590,803	189 500 642 1,170 471 750	1,207 1,870
June	1 and 2 4 and 5 6		801,347,714		1,004 1,060	1 and 2 4 and 5 6		833,042,870		1,303 420
		357,945,322 445,855,277					51,806,760 498,873,781 321,824,814		167 390 678 340 486 220	
July	1 and 2 4 and 5 6		863,800,599		1,024 1,770	1 and 2 4 and 5 6		872,505,355		1,331 950
		399,836,720 446,449,463		571 800 502 720			568,243,281 381,830,283		21 1,760 811 1,150 559 240	
August	1 and 2 4 and 5 6		846,286,183		1,073 1,520	1 and 2 4 and 5 6		950,073,564		1,392 1,150
		8,020,089 450,013,109 442,120,542		26 1,630 651 1,440 507 1,090			953,442 575,831,245 368,262,946			
September	1 and 2 4 and 5 6		900,153,740		1,186 160	1 and 2 4 and 5 6		945,047,633		1,346 980
		401,646,242 450,692,528		638 360 526 500			547,275,924 368,487,009		765 1,860 560 230	
October	1 and 2 4 and 5 6		932,019,956		1,164 860	1 and 2 4 and 5 6		915,762,933		1,326 090
		19,681,186 436,087,410 419,735,169		70 1,620 635 910 473 130			120,103,252 560,508,318 268,001,499		278 430 772 450 458 1,660	
November	1 and 2 4 and 5 6		856,422,579		1,179 660	1 and 2 4 and 5 6		948,613,069		1,489 540
		48,131,971 480,929,278 288,429,983		177 890 661 1,760 363 1,230					9 080 610 265 548 653	
December	1 and 2 4 and 5 6		847,491,232		1,202 1,880	1 and 2 4 and 5 6		843,101,216		1,167 1,000
		48,590,047 370,284,779 455,072,229		179 820 571 1,240 607 1,740			428,898,247 393,653,541 451,095,108		11 1,540 584 1,845 540 985	
Totals			9,859,486,415		13,824 1,495			844,748,649		1,137 370
Daily averages			27,012,291		37 175			28,374,101		42 294



SCHEDULE No. 6.  
COMPARATIVE STATEMENT SHOWING NUMBER OF GALLONS PUMPED, QUANTITY AND COST OF FUEL, ETC., FROM 1876 TO 1907, INCLUSIVE.

YEAR.	Total Water Pumped		Quantity of Fuel. Lbs.	Total Cost of Fuel.	Average Daily Quantity of Water Pumped		Average Daily Consumption of Coal. Lbs.	Water Pumped per Pound of Fuel.
	Imp. Gals.	Lbs.			Imp. Gals.	Lbs.		
1876	1,625,139,876	6,998,282	\$19,645 75	4,451,202	19,093	232.02		
1877	2,633,433,932	10,407,992	25,556 29	7,214,887	28,515	253.02		
1878	1,417,370,918	8,120,000	15,196 20	3,883,208	22,246	174.55		
1879	1,610,104,542	10,872,211	19,313 07	4,411,245	29,787	148.09		
1880	1,785,859,706	11,694,808	28,455 72	4,879,422	31,953	152.17		
1881	1,910,430,419	12,391,874	31,410 04	5,234,056	33,950	154.18		
1882	2,108,933,115	11,685,556	30,170 64	5,777,899	32,015	180.47		
1883	2,809,965,484	17,266,679	43,529 08	7,698,511	47,306	162.74		
1884	3,645,442,982	19,920,782	52,525 56	9,960,224	54,428	183.00		
1885	3,537,482,598	18,644,465	46,589 27	9,691,733	54,081	189.73		
1886	4,134,376,998	19,285,371	41,979 32	11,327,060	52,837	214.37		
1887	4,417,938,169	23,283,900	50,051 85	12,103,940	63,791	189.74		
1888	4,011,964,514	20,457,935	46,600 77	11,073,875	56,049	197.57		
1889	4,148,781,634	19,231,940	44,135 10	11,366,525	52,690	215.72		
1890	5,249,760,226	34,615,830	56,239 99	14,382,904	67,536	212.96		
1891	6,207,656,403	29,300,240	60,012 77	17,007,275	80,291	211.86		
1892	6,659,925,650	34,565,875	71,805 25	18,246,371	93,000	193.00		
1893	6,646,021,488	26,013,840	64,702 86	18,208,278	71,270	255.47		
1894	6,589,492,142	26,822,145	54,902 85	18,033,403	73,485	245.67*		
1895	6,639,680,218	21,178,879	40,221 85	18,190,902	58,024	313.5*		
1896	6,718,187,980	18,606,508	25,307 90	18,527,836	50,837	364.4		
1897	6,723,757,030	20,711,250	26,880 50	18,421,253	56,743	324.64		
1898	7,136,334,102	22,100,145	27,572 00	19,551,600	60,548	322.91		
1899	7,824,248,217	24,622,935	26,684 57	21,436,569	67,612	316.99		
1900	8,064,384,595	24,148,565	38,668 54	22,094,204	66,160	333.95		
1901	8,299,298,465	26,292,640	39,402 87	22,463,831	72,034	314.89		
1902	7,993,916,325	23,769,930	39,260 22	21,901,140	64,575	339.15		
1903	8,735,658,003	30,260,615	54,275 93	23,933,309	82,900	288.68		
1904	9,076,711,575	32,843,325	55,784 05	24,799,758	89,735	276.36		
1905	9,174,732,461	34,512,095	49,614 31	25,136,253	94,553	265.81		
1906	9,859,486,414	27,619,495	43,542 28	27,012,291	75,752	356.62		
1907	10,356,547,168	30,768,630	48,380 46	28,374,101	84,297	359.19		

\* A larger percentage was allowed for slip in 1894 and 1895, than in other years.

SCHEDULE No. 7.  
QUANTITY OF WATER PUMPED AND QUANTITY CONSUMED DURING EACH MONTH OF 1907, WITH AMOUNT OF DAILY CONSUMPTION.

Month.	Total Quantity Pumped per Month in Imperial Gallons	Quantity Stored in Reservoir at end of each Month. Imperial Gallons	Quantity Consumed during each Month. Imperial Gallons	Average Daily Consumption of Water. Imperial Gallons	Average Monthly Consumption of Coal at Main Pumping Station
					<div>Tons.</div> <div>Lbs.</div>
Stored in Reservoir on 31st December, 1906.					
January .....	801,575,267	26,665,331	802,404,701	25,884,022	1,237 1,830
February .....	762,821,995	25,835,897	778,079,002	27,788,535	1,160 450
March .....	860,663,814	10,578,890	842,275,828	27,170,188	1,284 980
April .....	778,590,803	28,966,876	780,270,273	26,009,009	1,207 1,870
May .....	833,042,870	27,287,406	819,855,700	26,446,312	1,303 420
June .....	873,505,355	14,080,236	873,248,261	29,108,275	1,331 950
July .....	950,073,564	13,337,330	946,309,979	30,526,128	1,392 1,150
August .....	915,047,633	17,100,915	948,255,630	30,588,891	1,346 980
September .....	915,762,933	13,892,918	901,111,933	30,037,064	1,326 090
October .....	948,613,069	28,543,918	948,190,111	30,586,777	1,489 540
November .....	843,101,216	28,120,960	842,255,300	28,075,176	1,167 1,000
December .....	844,748,649	28,966,876	845,594,565	27,277,244	1,137 370
Totals .....	10,356,547,168	28,120,960	10,327,831,283	339,497,621	15,384 630
Averages .....	863,045,597	.....	860,652,607	28,291,408	1,282 052

SCHEDULE No. 8.  
COMPARATIVE STATEMENT SHOWING INCREASE OF DEPARTMENT YEARLY, 1875 TO 1907, INCLUSIVE.

YEAR.	Average Daily Consumption of Water	Population.	Average Daily Consumption of Water per Capita for all Purposes.	Total Number of House Ser- vices in use in each year.	Number of House Ser- vices put in use in each year.	Total Number of Hoists in use in each year.	Total Number of Meters in use each year.	Total Number of Miles in use each year.	Average Pressure on Pumps.						No. 6, Jno. Ing- lis Co. Engine.
									No. 1, Worth- ington Engine.	No. 2, Worth- ington Engine.	No. 3, Ingle- & Hunter Engine.	No. 4, Blake Engine.	No. 5, Blake Engine.		
1875 ..	3,424,000	68,678	Gallons.	2,769	842	.....	.....	Miles.	88.10	.....	.....	.....	.....	.....	.....
1876 ..	4,451,202	71,693	49.86	3,512	740	.....	.....	80,250	88.78	97.51	.....	.....	.....	.....	.....
1877 ..	2,812,000	67,386	62.09	4,518	1,006	.....	.....	107,570	83.33	97.69	.....	.....	.....	.....	.....
1878 ..	3,883,208	70,867	41.74	6,707	2,189	28	.....	110,240	89.65	96.64	.....	.....	.....	.....	.....
1879 ..	4,411,245	73,813	54.79	8,568	47	47	.....	111,290	95.28	99.04	.....	.....	.....	.....	.....
1880 ..	4,879,422	75,110	59.76	.....	1,014	66	.....	113,312	98.22	99.52	.....	.....	.....	.....	.....
1881 ..	5,234,056	76,931	64.96	12,236	2,654	79	.....	116,145	96.32	100.78	.....	.....	.....	.....	.....
1882 ..	5,777,899	81,372	68.03	14,062	1,826	94	.....	115,118	94.85	101.66	.....	.....	.....	.....	.....
1883 ..	7,698,511	91,796	71.01	16,276	(1,766)	109	.....	131,352	94.27	105.19	.....	.....	.....	.....	.....
1884 ..	9,960,224	105,211	83.87	18,363	2,087	130	.....	138,301	99.14	107.03	.....	.....	.....	.....	.....
1885 ..	9,706,127	111,800	94.66	20,707	2,344	140	195	143,257	98.84	106.45	103.88	.....	.....	.....	.....
1886 ..	11,344,337	118,403	86.82	23,643	2,936	152	256	156,042	104.88	104.92	104.67	.....	.....	.....	.....
1887 ..	12,060,616	126,169	95.59	26,893	3,315	175	332	165,894	.....	.....	.....	.....	.....	.....	.....
1888 ..	11,069,784	166,809	66.36	29,883	3,655	174	897	182,626	93.41	92.36	94.57	.....	.....	.....	.....
1889 ..	11,378,962	175,000	65.02	34,056	3,258	222	1,317	212,832	94.25	94.82	94.92	.....	.....	.....	.....
1890 ..	14,434,722	185,000	78.02	36,192	2,191	229	1,479	229,257	92.83	93.55	93.58	.....	.....	.....	.....
1891 ..	17,007,275	188,904	90.03	38,250	2,111	230	1,544	237,967	93.33	93.66	93.91	.....	.....	.....	.....
1892 ..	18,246,371	188,904	96.59	39,401	1,200	288	1,555	212,561	.....	.....	.....	96.37	.....	.....	.....
1893 ..	18,208,278	188,904	96.38	39,927	526	300	1,600	244,904	94.18	94.18	94.18	95.24	95.24	95.24	.....
1894 ..	18,056,881	188,904	95.58	40,326	399	258	1,580	245,478	94.88	94.88	94.88	95.05	95.05	95.05	.....
1895 ..	18,192,053	190,000	95.74	40,683	357	.....	1,500	.....	94.5	94.5	94.5	95.4	95.4	95.4	.....
1896 ..	18,527,836	195,987	94.53	40,951	313	230	1,553	219,627	95.1	95.1	95.1	95.7	95.7	95.7	.....
1897 ..	18,378,722	195,987	93.77	41,315	364	230	1,553	252,646	95.3	95.3	95.3	95.9	95.9	95.9	.....
1898 ..	19,576,957	200,000	97.88	41,838	523	230	1,580	255,623	95.3	95.3	95.3	95.9	95.9	95.9	.....
1899 ..	21,436,509	225,000	95.27	42,552	714	230	1,598	257,613	94.9	94.9	94.9	93.3	93.3	93.3	.....
1900 ..	22,094,204	235,000	94.01	43,212	690	230	1,700	258,774	94.0	94.0	94.0	93.5	93.5	93.5	.....
1901 ..	22,507,266	235,000	93.77	44,275	1,033	230	1,800	260,321	93.8	93.8	93.8	93.2	93.2	93.2	.....
1902 ..	21,901,110	236,000	88.57	45,607	1,319	241	1,830	264,466	94.1	94.1	94.1	92.6	92.6	92.6	.....
1903 ..	24,933,847	245,000	93.60	48,529	1,402	241	1,814	266,955	94.6	94.6	94.6	93.1	93.1	93.1	.....
1904 ..	24,863,178	250,000	93.20	50,817	2,036	245	2,043	272,853	94.3	94.3	94.3	93.2	93.2	93.2	.....
1905 ..	25,044,681	270,000	92.75	54,012	3,185	250	2,331	286,619	94.9	94.9	94.9	89.1	89.1	89.1	.....
1906 ..	26,396,007	295,000	91.51	58,053	4,011	256	2,513	293,552	90.1	90.1	90.1	91.9	91.9	91.9	.....
1907 ..	28,291,468	310,000	91.2	62,931	3,961	264	2,587	305,547	90.1	90.1	90.1	91.9	91.9	91.9	.....

## SCHEDULE No. 9.

RECORD OF GAUGING AT ROSEHILL RESERVOIR FOR EACH MONTH OF 1907.

1907. Month.	Elevation of Lowest Water Above Zero.		Elevation of Highest Water Above Zero.		Average Eleva- tion Above Zero.		Average Depth in Reservoir.		Average Contents in Imperial Gallons.
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
January .....	210	6	215	7	213	3	17	3	26,043,256
February .....	206	7	214	1	211	3	15	3	21,188,782
March .....	206	1	214	8	211	3	15	3	21,188,782
April .....	211	0	215	3	213	6	17	6	26,665,331
May .....	208	2	215	0	213	0	17	0	25,421,180
June .....	204	1	209	9	207	0	11	0	11,495,990
July .....	209	0	215	2	211	7	15	7	21,985,706
August .....	204	1	215	11	209	1	13	1	16,144,660
September .....	209	3	215	6	211	8	15	8	22,184,937
October .....	211	5	215	10	213	5	17	5	26,457,972
November .....	213	6	216	0	215	0	19	0	30,447,230
December .....	213	9	215	11	214	9	18	9	29,812,793
Averages .....	.....		.....		212	0	16	0	23,253,050

NOTE.—The average depth of water in the Reservoir for the year was 16 ft. 0 in., equal to an elevation of 212 ft. 0 in. above zero.

## SCHEDULE No. 10.

## STATEMENT OF MAINS LAID DURING THE YEAR 1907.

Street, Avenue, Etc.	Side of Street.	Location.	Length in Feet.
24-IN. MAIN:			
High Level Station	West side..	From Engine discharge s. into 20-in. Main.	100
12-IN. MAINS:			
Carlaw Ave.....	East .....	" Eastern Ave to 861 ft. n. of Queen St.	1,891
Cluny Ave.....	West ....	" Roxboro to Crescent Rd.....	370
Crescent Rd.....	South ....	" Cluny Ave. to South Drive.....	2,514
Danforth Ave.....	South ....	" Broadview Ave. to E. City Limits..	7,515
Gerrard St.....	North ....	" Leslie St. to E. City Limits.....	1,611
Queen St. E.....	South ....	" Broadview to Leslie St.....	5,435½
Queen St. E.....	South ....	" Kingston Rd. to E. City Limits....	5,932
Queen St. E.....		Connection across St. at Kingston Rd....	30
Roxboro St.....	South ....	From Yonge St. to Cluny Ave.....	890
St. Clair Ave.....	North ....	Extension w. to Warren Rd.....	69
South Drive.....	North ....	From Crescent Rd. to Glen Rd.....	709½
Symington Ave....	East .....	" Bloor St. to Royce Ave.....	3,244½
		Total.....	30,211½
8-IN. SUB-MAINS:			
Don Esplanade E..	West.....	From intersection of Davies and Matilda West down slope across St. thence 347 ft. north.....	421
6-IN. SUB-MAINS:			
Aberdeen Ave.....	North ....	From 370 ft. e. of Ontario extn. 120 ft. e..	120
Admiral Rd.....	N. & E ..	" St. George St.e & s. to Bernard Ave..	960
Alhambra Ave....	West.....	" 500 ft. n. of Boustead Ave. n. to Bloor St.....	447
Albemarle Ave....	North ....	" Logan Ave. 639 ft. West.....	657
Arthur St.....	South ....	" 33 ft. e. of Crawford St. to 125 ft. west of Shaw St.....	555
Antler Ave.....	North ....	Across Symington Ave.....	83½
Barton Ave.....	North ....	Connection at Christie St. (1906).....	23
Barton Ave.....	North ....	From 186 ft. W. of Manning to Clinton...	142
Baird Ave.....	South ....	" Dunedin Ave. 200 east.....	216
Bartlett Ave.....	West ....	" 895 ft. n. of Shanley Ave. n. to Hallam St..	185
Barrett Ave.....	East .....	" 183 ft. s. of Conduit St. 400 ft. south.	400
Bowden St.....	West.. ..	" 12 in. main Danforth Ave. 30 ft. south (connection).....	30
Balmoral Ave....	North ....	" e City Limits 111 ft. e.....	111
Bedford Rd.....	West .....	Opposite Chicora Ave.....	60
Beaumont Rd.....	South ....	From Glen Rd. 956 ft. e.....	971
Brock Ave.....	West ....	" 925 ft. n. of Bloor St. 62 ft. n. ....	62
Bryon St.....	East .....	" Danforth Ave. to Chatham St....	334
Carlaw Ave.....	West ....	" 12-in. main Danforth Ave. 30 ft. south (connection).....	30
Carlaw Ave.....	West ....	" Bain Ave. 186 ft. north.....	207
Castle-Frank Cres..	W. & S....	" 230 ft. n. of Dale Ave. w. to Hawthorne Ave.....	664



## SCHEDULE No. 10.--Continued.

## STATEMENT OF MAINS LAID DURING THE YEAR 1907.

Street, Avenue, Etc.	Side of Street.	Location.	Length in Feet.
Carling Ave. ....	East ....	From 155 ft. n. of Bloor St. 153 ft. north...	153
Clarendon Ave. ....	North ....	" Warren Rd. to Russill Hill Rd. ....	476
Chicora Ave. ....	North ....	" end of main 11 ft. east of Bedford across Bedford .....	61.
Clinton St. ....	West ....	" 400 ft. n. of Bloor to 546½ ft. south of Barton .....	123
Chatham St. ....	North ....	" Greenwoods Ave. to Byron St. ....	788
Clinton Ave. ....	North ....	" 600 ft. e. of E. City limits 360 ft. e. (county) .....	360
College St. ....	North ....	" 600 ft. w. of Sorauren 349 ft. w. ....	349
Concord Ave. ....	East ....	From Bloor St. 119 ft. n. to old main ...	169
" " ....	East ....	Connection across Van Horne .....	58
Conduit St. ....	North ....	From 707 ft. w. of Dundas, 43 ft. w. ....	43
Crawford St. ....	West ....	Connection to Arthur St. main .....	36
Dawson Ave. ....	North ....	From 236 ft. e. of Dunedin Ave. 108 ft. e. ....	108
Dearbourne Ave. ....	South ....	" 740 ft. e. of Broadview 156 ft. e. ....	156
Dupont St. ....	North ....	" 717 ft. w. of Christie St. to Shaw ..	671
Edgar Ave. ....	North ....	" McClennan Ave. to Glen Rd. ....	1,268
Elm Ave. ....	North ....	" 308 ft. w. of Nanton Cres. w. to Beau St. ....	180½
Emerson Ave. ....	West ....	" 553 ft. n. of Wallace, 288 ft. n. ....	288
" " ....	West ....	" 195 ft. s. of Wallace, 162 ft. s. to old main .....	162
Essex St. ....	South ....	" Shaw extension 90 ft. e. to old main ..	135½
Ellerbeck Ave. ....	West ....	" 12 in. main Danforth Ave., 60 ft. n. (connection) .....	60
Farnham Ave. ....	North ....	" E. City limits 110 ft. e. (county). ...	110
Fern Ave. ....	North ....	" Roncesvalles 515 ft. e. to old main ..	545
Galt Ave. ....	West ....	" Gerrard St., 407½ ft. s. ....	457½
" " ....	West ....	" 14 ft. n. Gerrard St., 850 ft. n. to Railway fence .....	850
Galley Ave. ....	South ....	" Roncesvalles Ave., 186 ft. w. ....	234
Geoffrey Ave. ....	North ....	" Sorauren Ave., 644 ft. w. ....	665
Gladstone Ave. ....	West ....	" 970 ft. n. of Dundas, n. to College ..	208
" " ....	West ....	" College St. 107 ft. n. to old main ...	114
Gallow Place. ....	West ....	" 12 in. main, Danforth Ave., 60 ft. n. (connection) .....	60
Glen Rd. ....	East ....	" Binscarth Rd., 307 ft. n. ....	352
Gough Ave. ....	West ....	" Danforth Ave., 403 ft. s. ....	421
Grace St. ....	West ....	" 1495 ft. n. of College St., 389 ft. n. ...	389
Grandview Ave. ....	North ....	" Logan Ave., 638 ft. w. ....	656
Greenwoods Ave. ....	West ....	" Danforth Ave., 427 ft. s. to old main ..	445
Guelph Ave. ....	North ....	" 220 ft. w. of Pape Ave., 228 ft. w. ...	228
Hastings Ave. ....	East ....	" Queen St. to Doel Ave. ....	1,319
Havelock St. ....	West ....	" 110 ft. s. of Hepburn St., 110 ft. s. ...	110
" " ....	West ....	" 404½ ft. n. of College, 208 ft. n. ....	208
Hallam St. ....	North ....	" Dovercourt Rd. to Delaware Ave. ...	331
Hewitt Ave. ....	North ....	" 424 ft. e. of Indian Rd., 36 ft. e. ....	36
" " ....	North ....	" Roncesvalles Ave., 475 ft. w. ....	531

SCHEDULE No. 10.—*Continued.*

## STATEMENT OF MAINS LAID DURING THE YEAR 1907.

Street, Avenue, etc.	Side of Street	Location.	Length in Feet.
High Park Ave....	North ....	From 148 ft. e. of Roncesvalles Ave., 261 ft. e.....	261
Howard Pk. Ave....	South ...	" 600 ft. w. of Dundas St. to 712 ft. w. of Roncesvalles Ave.....	1,000
Humboldt Ave....	North ...	" 12 ft. w. of Poplar Plains Rd. to War- ren Rd.....	650
Indian Rd.....	East ....	" Boustead Ave., 135 ft. n. ....	187
Jersey Ave.....	East ....	" Evans Ave., 995 ft. n. ....	1,025
Kendall Ave.....	West ....	" 208 ft. s. of Wells St., 170 ft. s. ....	170
Kew Beach Ave. .	North ....	" Woodbine Ave. to Kippendavie ....	493
Kippendavie Ave..	West ....	" Queen St., 608 ft. s. to old main....	626
Lansdowne Ave. .	West ....	" 75 ft. n. of Lappin Ave., 437 ft. n. ....	437
Lappin Ave. ....	North ....	" Lansdowne Ave., 76 ft. w. ....	86
Laxton Ave. ....	South ...	" 449 ft. w. of Jamieson, 72 ft. w. ....	72
Leslie St. ....	East ....	" 650 ft. n. of Gerrard, 183 ft. n. ....	183
" .....	West.....	" 12 in. main 60 ft. n. connection ....	60
Logan Ave.....	West.....	" Bain Ave. n. to Hogarth Ave.....	1,133
" .....	West.....	" Danforth Ave., 150 ft. s. ....	168
" .....	West.....	" 12 in. main Danforth Ave., 60 ft. n. connection.....	60
Liszt. Ave.....	North ....	" 410 ft. w. of Poplar Plains Rd., 60 ft. w. ....	60
" .....	North ....	" Connection across to Warren Rd. ...	60
Lynd Ave.....	West.....	" 574 ft. w. of Howard Pk. connection, 29 ft. w. and 379 ft. s. ....	410½
Lynwood Ave. ....	North ....	" Avenue Rd. to Poplar Plains Rd. ...	622
Langford Ave. ....	West ....	" 12 in. main Danforth Ave., 52 ft. n. (connection) .....	52
Major St. ....	West ....	" Bloor St. to Lowther Ave.....	820
Manning Ave. ....	West ....	" a point 48 ft. s. of Robinson St., n. 130½ ft. ....	130½
Marjorie St. ....	East ....	" 429 ft. s. of Gerrard, 347½ ft. s. ....	347½
Moscow Ave.....	West ....	" 12 in. main, Danforth Ave., 55 ft. n. (connection) .....	55
Oaklands Ave....	West.....	From Cottingham St., 404 ft. n. ....	442
Pape Ave. ....	West.....	" 12 in. main Danforth Ave., 60 ft. n. (connection) .....	60
Parkway Ave....	North ....	" Dundas St., 421 ft. w. ....	479
Paton Rd. ....	North ....	" 12-in. main, 34 ft. e. (connection)..	34
Queen St., east.	South ....	" Eastern Ave. to Kingston Rd. ....	653
" .....	North ....	" 12-in. main at east City limits n. and w. to old main .....	116
Ridout Ave.....	North ...	" Indian Rd., 273 ft. w. ....	321
Roxboro' Ave. east	North.....	" Schofield Ave. to Edgar Ave. ....	1,140
Rusholme Rd. ....	East ....	" St. Ann's Rd., 475 ft. n. ....	523
Russill Hill Rd..	West.....	" Clarendon Ave., 355 ft. n. ....	373
St. Clarens Ave. .	West.....	" Lappin Ave., 570 ft. n. ....	588
" .....	West.....	" Wallace Ave., 468 ft. s. to old main.	517
Salem Ave.....	West ....	" 167 ft. s. of Hallam St. to North Drive of Dovercourt Park.....	108½

## SCHEDULE No. 10.—Continued.

## STATEMENT OF MAINS LAID DURING THE YEAR 1907.

Street, Avenue, Etc.	Side of Street.	Location.	Length in Feet.
Schiller Ave.....	North....	From 383 ft. w. Poplar Plains Rd., 240 ft. w	240
Seaton Sq., n.s....	South....	" Palmerston Ave., 36 ft. e.....	84
Shanley Ave.....	North....	" 66 ft. e. of Hamburg Ave., 72 ft. e..	72
Shaw St.....	West.....	" Manchester Ave., 79 ft. n. to connect main.....	119
" .....	West....	" S. line of Arthur St. to 228 ft. n. of Arthur St.....	308
Sheridan Ave. ....	West....	" 336 ft. s. Dundas. s. to old main....	219
Shudell Ave.....	North....	" 430 ft. e. of Jones Ave., 194 ft. e....	194
Spratt Ave.....	North....	" Jones Ave., 92½ ft. e.....	143½
Symington Ave....	West....	" Wallace Ave., 536 ft. n. to old main	563
Van Horne St....	North....	" (12 m.) 116 ft. e. of Delaware Ave. e. to Concord Ave .....	194
Wallace Ave.....	North....	" Ward Ave., 42 ft. w.....	50
" .....	North....	" St. Clarens Ave., 44 ft. w.....	62
Ward Ave.....	West....	" 218 ft. n. of Wallace Ave., 600 ft. n.	606
Warren Rd.....	West....	" St. Clair Ave. to 27 ft. s. of Liszt Ave.....	780
Wolfrey Ave.....	South....	" 856 ft. e. of Broadview to 35 ft. e. of Bowden Ave.....	250
Whitney Ave.....	West....	" 12-in. main Danforth Ave, 60 ft. n. (connection) .....	60
			38,639½
6-IN. SUB.-MAINS:—(PRIVATE)			
University Grou'ds .....		" 318 ft. n. of College St. northerly ..	397½
		" 6-in. main n. of Convocation Hall, easterly .....	462½
		" Hydrant n.e. cor. of old School of Practical Science northerly to hydrant in front of Library.....	346
			1,206
4-IN. SUB.-MAINS:			
Dovercourt Park:			
North Drive.....	North....	" Westmoreland Ave., 197 ft. w.....	216
" .....	North....	" 190 ft. e. of Bartlett Ave. e. to Salem Ave .....	102
South Drive.....	South....	" Westmoreland Ave., 188 ft. w.....	206
Ivy Ave.....	North....	" Leslie St., 315 ft. e.....	343
Leslie St.....	Centre...	" a point 107 ft. n. of Harriett St. n. to Ivy Ave.....	162
			1,029
3-IN. SUB.-MAINS:			
Dermot Pl.....	East....	" Spruce St., 207 ft. n. ....	230

## SCHEDULE No. 10—Continued.

## MAINS TAKEN UP OR ABANDONED DURING THE YEAR 1907.

Street, Avenue, Etc.	Side of Street.	Location.	Length in Feet.
<b>6-IN. SUB.-MAINS :</b>			
Arthur St.....	South ....	From 33 ft. e. of Crawford St. to 125 ft. w. of Shaw St. (abandoned).....	555
Crawford St.....	West.....	Across Arthur St.....	36
Danforth Ave.....	South ....	From Broadview Ave. to Pape Ave.....	3,816
Danforth Ave.....	South ....	" Byron St. to Greenwoods Ave.....	779
Manning Ave.....	West.....	" a point 48 ft. s. of Robinson St. to Robinson St. Main (abandoned)...	120
Shaw St.....	West.....	" a point 228 ft. n. of Arthur St. s. to Arthur St. Main (abandoned).....	285
University Grounds .....		Under the site of the new Convocation Hall and Medical Bldgs. (abandoned) ..	460
Total .....			6,651
<b>4-IN. SUB.-MAINS :</b>			
Danforth Ave.....	South ....	From Jones Ave. to Byron St.....	1,354
<b>3 IN. SUB.-MAINS :</b>			
Danforth Ave.....	South ....	From Jones Ave., 825 ft. w. (abandoned) ..	835½

Mains throughout the City of all Sizes and Descriptions, including those on Streets, Government, Private or other Property, at the end of the year 1907.

Size.	Total length in feet in use at end of 1906.	Pnt in dur- ing 1907.	Taken out or abandoned during 1907.	Total length in feet in use at the end of the year 1907.
36-inch mains.....	19,725½			19,725½
30-inch ".....	11,242			11,242
24-inch ".....	33,909	100		34,009
20-inch ".....	5,076			5,076
16-inch ".....	5,691			5,691
12-inch ".....	266,751½	30,211½		296,962¾
10-inch sub-mains.....	14,195			14,195
8-inch ".....	8,628½	421		9,049½
6-inch ".....	1,110,930½	39,845½	6,051	1,144,725
4-inch ".....	49,956½	1,029	1,354	49,631½
3-inch ".....	10,586	230	835½	9,980½
2 inch and 1-inch service mains..	5,943½			5,943½
Old 8 inch cast iron mains.....	6,085			6,085
Old 8 inch cement mains .....	1,240			1,240
	1,549,959½	71,837	8,240½	1,613,556

Total length in use at end of year 1,613,556 feet or 305.597 miles.

## SCHEDULE No. 11.

## STATEMENT OF HYDRANTS PLACED IN POSITION DURING THE YEAR 1907.

Street, Avenue, etc.	Side of Street.	Location.
Admiral Rd.....	East .....	301½ feet north of Bernard Ave., 3 way.
" " .....	" .....	594 " " " " " "
Albemarle Ave....	North .....	359 feet west of Logan Ave.
" " .....	" .....	637 " " " " 3 way.
Alhambra Ave....	West .....	7 feet south of Bloor Street, 3 way
Avenue Rd. ....	" .....	393½ feet north of St. Clair Ave., 3 way.
" " .....	" .....	333 feet north of Heath Street, 3 way.
" " .....	" .....	12 feet south of Lonsdale Ave., 3 way.
Barrett Ave....	East .....	580½ feet south of Conduit Street.
Beaumont Rd....	South .....	14 feet east of Glen Rd.
" " .....	North .....	318½ " " " "
" " .....	" .....	642 " " " "
" " .....	" .....	950 " " " 3 way.
Binscarth Rd. ....	South .....	290 " " " "
" " .....	North .....	618 " " " "
" " .....	South .....	931 " " " "
" " .....	" .....	1,246 " " " "
Brock Ave....	West .....	975 feet north of Bloor Street 3 way.
Byron St. ....	East .....	175 feet south of Danforth Ave., 3 way.
Carlaw Ave. ....	" .....	244½ feet north of Queen Street, " "
" " .....	" .....	550 " " " "
" " .....	" .....	858½ " " " "
Carling Ave. ....	" .....	306 " " Bloor Street.
Castle Frank Cres	South .....	265½ feet east of Hawthorne Ave.
Chatham St....	North .....	304½ feet west of Greenwoods Ave., 3 way.
Clarendon Ave....	" .....	8 " Warren Rd.
Cluny Ave....	East .....	300 " Rosedale Rd.
" " .....	North .....	39 feet south of Crescent Rd.
College St....	" .....	903 feet west of Sorauren Ave.
" " .....	" .....	20 " Bathurst Street, 3 way.
Crescent Rd....	South .....	Opposite west line of Lampport Ave.
" " .....	" .....	66 feet west of Park Rd.
Danforth Ave. ....	" .....	303½ feet east of Broadview Ave., 3 way.
" " .....	" .....	Opposite west line of Ellerbeck Ave., 3 way.
" " .....	" .....	260½ feet east of Ellerbeck Ave., 3 way.
" " .....	" .....	40 feet west of Bowden Ave., 3 way.
" " .....	" .....	203½ feet east of " " "
" " .....	" .....	160 " Hampton Ave., 3 way.
" " .....	" .....	15½ " Carlaw Ave.
" " .....	" .....	208½ " Pape Ave.
" " .....	" .....	525½ " " "
" " .....	" .....	810 " " "
" " .....	" .....	66 feet west of Jones Ave.
" " .....	" .....	171½ feet east of " "
" " .....	" .....	15 " Leslie Street, 3 way.
" " .....	" .....	196½ " Greenwoods Ave., 3 way.
Don Esplanade....	West .....	950 feet north of Queen Street, " "
Dupont St....	North .....	311 feet east of Shaw Street, 3 way.
Edgar Ave....	" .....	225 feet north of McLennan Ave.
" " .....	" .....	563 feet east of " " "
" " .....	" .....	878 " " " "
Emerson Ave. ....	West .....	200½ feet south of Wallace Ave.



## SCHEDULE No. 11—Continued.

## STATEMENT OF HYDRANTS PLACED IN POSITION DURING THE YEAR 1907.

Street, Avenue, etc.	Side of Street.	Location.
Fern Ave. ....	North .....	262½ feet east of Roncesvalles Ave.
Galley Ave. ....	South .....	184 feet west of Roncesvalles Ave.
Galt Ave. ....	West .....	299½ feet south of Gerrard Street.
" " " " " "	" " " " " "	365 feet north of " " "
" " " " " "	" " " " " "	779 " " " "
Geoffrey St. ....	North .....	304½ feet west of Sorauren Ave.
" " " " " "	" " " " " "	608 " " " "
Gerrard St. ....	" " " " " "	192 feet east of Greenwoods Ave., 3 way.
Glen Rd. ....	East .....	Opposite Pelham Place.
" " " " " "	" " " " " "	23 feet south of Binscarth Rd.
Gough Ave. ....	West .....	400 " Danforth Ave.
Grace St. ....	" " " " " "	1,686 feet north of College St.
Grandview Ave. ....	North .....	302½ feet west of Logan Ave.
" " " " " "	" " " " " "	635½ " " " "
Greenwoods Ave. ....	West .....	255½ feet south of Danforth Ave.
Hastings Ave. ....	East .....	352 feet north of Queen St.
" " " " " "	" " " " " "	687½ " " " "
" " " " " "	" " " " " "	248 feet south of Doel Ave.
Havelock St. ....	West .....	610½ feet north of College St.
" " " " " "	" " " " " "	20 " " " "
Hewitt Ave. ....	North .....	352½ feet west of Roncesvalles Ave.
High Park Ave. ....	" " " " " "	25 " Dundas St., 3 way.
Howard Park Ave. ....	South .....	400 " Roncesvalles Ave.
" " " " " "	" " " " " "	709½ " " " "
Humboldt Ave. ....	North .....	26 feet west of Poplar Plains Rd.
" " " " " "	" " " " " "	330 " " " "
Ivy Ave. ....	" " " " " "	310½ feet east of Leslie St.
Jersey Ave. ....	East .....	316 feet north of Evans Ave.
" " " " " "	" " " " " "	620½ " " " 3 way.
" " " " " "	" " " " " "	995 " " " "
Kew Beach Ave. ....	North .....	194 feet east of Woodbine Ave.
Kippendavie Ave. ....	West .....	303½ feet south of Queen St., 3 way.
Lansdowne Ave. ....	" " " " " "	375½ feet north of Lappin Ave.
Lynd Ave. ....	" " " " " "	203 feet south of Nepawa Ave., 3 way.
Lynnwood Ave. ....	North .....	316½ feet east of Poplar Plains Rd.
" " " " " "	" " " " " "	28 feet west of Avenue Rd., 3 way.
Marjory Ave. ....	East .....	612½ feet south of Gerrard St.
Major St. ....	West .....	352½ feet north of Bloor St., 3 way.
Oaklands Ave. ....	" " " " " "	287½ " Cottingham St.
Parkway Ave. ....	North .....	303½ feet west of Dundas St.
Pendrieth Ave. ....	" " " " " "	283½ " Christie St.
Queen St. East. ....	South .....	120½ feet east of Woodbine Ave.
" " " " " "	" " " " " "	8 " Kippendavie Ave.
" " " " " "	" " " " " "	107 " Kenilworth Ave., 3 way.
" " " " " "	" " " " " "	181 " Belfair Ave.
" " " " " "	" " " " " "	Opposite Hambly Ave.
" " " " " "	" " " " " "	" Wineva Ave.
" " " " " "	" " " " " "	509 feet east of Hammersmith Ave.
" " " " " "	" " " " " "	221 " Broadview Ave., 3 way.
" " " " " "	" " " " " "	11 " Boulton Ave., 3 way.
" " " " " "	" " " " " "	93 feet west of Leslie St., 3 way.
" " " " " "	" " " " " "	78½ " Morse St., 3 way.

## SCHEDULE No. 11—Continued.

## STATEMENT OF HYDRANTS PLACED IN POSITION DURING THE YEAR 1907.

Street, Avenue, Etc	Side of Street.	Location.
Queen St. East....	South.....	122 feet west of Jones Ave., 3 way.
Ridout Ave.....	North.....	270 " Indian Rd., 3 way.
Rowanwood Ave....	".....	301½ feet east Yonge St., 3 way.
Roxborough Ave. e.	".....	171 " Schofield Ave., 3 way.
" " "	".....	487½ " " " "
" " "	".....	539½ " " " "
Rusholme Rd.....	East.....	260 feet north of St. Ann's Rd., 3 way.
Russill Hill Rd....	West.....	353 " Clarendon Ave.
St. Clarens Ave....	".....	273 " Lappin Ave.
" " "	".....	568½ " " "
" " "	".....	171 feet south of Wallace Ave.
Salem Ave.....	".....	14 feet north of North Drive of Dovercourt Pk.
Symington Ave....	East.....	125½ feet south of Wallace Ave., 3 way.
" " "	".....	103 feet north of Wallace Ave., " "
" " "	".....	546 feet south of Antler Ave., " "
" " "	".....	224 " Royce Ave., " "
Tecumseth Street..	West.....	310 " King Street.
Wallace Ave.....	North.....	40 feet west of Ward Ave., " "
Ward Ave.....	West.....	526 feet north of Wallace Ave., " "
" " "	".....	113 feet south of Lappin Ave., " "
Warren Rd.....	".....	291½ " St. Clair Ave.
" " "	".....	5 feet north of Liszt Ave.
Wellington Ave. ..	North.....	170 feet west of Tecumseth Street, 3 way.
Wolfrey Ave.....	South.....	21¾ " Bowden Ave., 3 way.
HYDRANTS PLACED ON PRIVATE PROPERTY.		
Frederick St. Yard		
" " "		
University Grds...		In front of Convocation House.
" " "		North-west of Convocation House.
" " "		Opp. north side of old School of Practical Science.
2-WAY HYDRANTS REMOVED FROM OFF THE STREETS.		
Danforth Ave ...	South.....	407½ feet east of Broadview Ave.
" " "	".....	843 " " "
" " "	".....	394¾ " Bowden Ave.
" " "	".....	789½ " " "
Queen Street East.	North.....	34 feet west of Elmer Ave.
" " "	".....	107 " Waverley Ave.
" " "	".....	229 feet east of Bellefair Ave.
" " "	".....	256 " Lee Ave.
" " "	".....	601½ " " "
" " "	".....	1,491½ " " "
Tecumseth St....	East.....	210 feet south of King Street.
2-WAY HYDRANTS REMOVED FROM OFF PRIVATE PROPERTY.		
University B'ld'gs.	West.....	Opp. old Observatory.
3-WAY HYDRANTS REPLACING 2-WAY HYDRANTS ALREADY IN POSITION.		
Argyle Street ....	North.....	North-west corner of Givens Street
Berkeley Street ...	West.....	South line of Sydenham Street.

## SCHEDULE No. 11—Continued.

## STATEMENT OF HYDRANTS PLACED IN POSITION DURING THE YEAR 1907.

Street, Avenue, etc.	Side of Street.	Location.
Brock Ave.....	West .....	South west corner of College Street.
Dnpont Street ....	North .....	255 feet west of Bathurst Street.
Elm Street. ....	South .....	South east corner of University Ave.
Emily Street. ....	East .....	" " King Street.
Florence Street ...	South .....	" " Brock Ave.
George Street ...	West .....	South-west corner of Duke Street.
Mill Street.....	South .....	340 feet east of Cherry Street.
Roncesvalles Ave..		
Sheppard Street ..	West .....	South-west corner of Richmond Street.
Tecumseth Street..	East .....	210 feet south of King Street.
Victoria Street....	" .....	270 " Wilton Ave.

## SUMMARY OF HYDRANTS—1907.

Number of hydrants of all kinds on streets at end of 1906 .....	3,324
Number of hydrants of all kinds on private property at end of 1906 .....	99
	<u>3,423</u>
There were removed from off the streets, 11 2-way hydrants; 13 2-way hydrants were replaced with 3-way hydrants and removed from private property one 3-way hydrant. ....	25
	<u>3,398</u>
Number of additional hydrants set on streets during 1907 .....	128
Number of additional hydrants set on private property during 1907.....	5
	<u>3,531</u>
3-way hydrants replacing 2-way hydrants already on streets .....	13
	<u>3,544</u>
Total.....	<u>3,544</u>

## SCHEDULE No. 12.

TOTAL LIST OF ALL VALVES PLACED IN POSITION DURING THE YEAR 1907, SHOWING THE SIZE, LOCATION, ETC.

Street, Avenue, etc.	Side of Street.	Location.
24-INCH STOP VALVE : High Level Pump- ing Station.....	West .....	North of 20 inch main.
20-INCH STOP VALVE : High Level Pump- ing Station .....	" .....	West of 24 inch connection.
12-INCH STOP VALVES :		
Broadview Ave....	" .....	North of 12 inch main, Queen St. (intersection).
Carlaw Ave.....	East .....	North line of Eastern Ave.
" " .....	South .....	South " Queen St.
" " .....	" .....	North " " "
" " .....	" .....	" of 12 inch main, Queen St. (intersection).
Cluny Ave.....	West .....	" line of Crescent Rd.
Crescent Rd.....	South .....	West " Scarth Rd. North.
" " .....	West .....	North " South Drive.
Danforth Ave....	South .....	East " Broadview Ave.
" " .....	" .....	West " Hampton Ave.
" " .....	" .....	East " " "
" " .....	" .....	" " Logan Ave.
" " .....	" .....	" " Carlaw Ave.
" " .....	" .....	West " Pape Ave.
" " .....	" .....	East " " "
" " .....	" .....	35 feet west of west line of Jones Ave.
" " .....	" .....	East line of Jones Ave.
" " .....	" .....	West " Leslie St.
" " .....	" .....	East " " "
" " .....	" .....	" " Byron St.
" " .....	" .....	West " Greenwoods Ave.
" " .....	" .....	East " " "
Eastern Ave. ....	North .....	West " Carlaw Ave.
Gerrard St.....	" .....	East " Leslie St.
" " .....	" .....	West " Greenwoods Ave
" " .....	" .....	East " " "
Lake St.....	" .....	At Lorne St. between 12 inch and High Pressure Fire Main.
Leslie St.....	West .....	North of 12 inch main, Queen St. (intersection)
Poplar Plains Rd..	East .....	South line of Schiller Ave.
Queen St. East....	South .....	East " Broadview Ave.
" " .....	" .....	West " DeGrassi St.
" " .....	" .....	East " McGee St.
" " .....	" .....	West " Logan Ave.
" " .....	" .....	East " " "
" " .....	" .....	West " Carlaw Ave.
" " .....	" .....	East " " "
" " .....	" .....	West " Pape Ave.
" " .....	" .....	East " " "
" " .....	" .....	West " Jones Ave.
" " .....	" .....	" " Leslie St.

SCHEDULE No. 12—*Continued.*TOTAL LIST OF ALL VALVES PLACED IN POSITION, DURING THE YEAR 1907, SHOWING THE  
SIZE, LOCATION, ETC.

Street, Avenue, etc.	Side of Street.	Location.
Queen St. East....	South .....	N. of 12 inch main at Kingston Rd. (intersection).
" " ....	" .....	East line of Kingston Rd.
" " ....	" .....	" " Lockwood Ave.
" " ....	" .....	West " Woodbine Ave.
" " ....	" .....	East " " "
" " ....	" .....	West " Waverley Rd.
" " ....	" .....	East " " "
" " ....	" .....	West " Lee Ave.
" " ....	" .....	East " " "
" " ....	" .....	" " Hammersmith Ave.
" " ....	" .....	West " Howard Ave., (City Limits).
Roxborough St....	" .....	East " Yonge St.
South Drive .....	North .....	West " Glen Rd.
Symington Ave....	East .....	North " Bloor St.
" " ....	" .....	South " Wallace Ave.
" " ....	" .....	North " " "
" " ....	East .....	South line of Antler Ave.
" " ....	" .....	South " Royce Ave.
" " ....	" .....	South of 12-in. main on Royce Ave. (intersection).
8-INCH STOP VALVES:		
Don improvement Rd. ....	.....	At intersection of Davies and Matilda Sts.
6-INCH STOP VALVES:		
Admiral Rd. ....	North .....	East line of St. George St.
" " ....	East .....	North " Bernard Ave.
Albermarle Ave. ..	North .....	West " Logan Ave.
Antler Ave. ....	" .....	West " Symington Ave.
" " ....	" .....	East " Symington Ave.
" " ....	" .....	East " Clinton St.
Barton Ave. ....	" .....	South " Hallam St.
Bartlett Ave. ....	West .....	East " Glen Rd.
Beaumont Rd. ....	South .....	East " Glen Rd.
Binscarth Rd. ....	" .....	South " Danforth Ave.
Bowden St. ....	West .....	South " Danforth Ave.
Byron St. ....	East .....	South " Danforth Ave.
Carlaw Ave. ....	West .....	South " Danforth Ave.
Caroline Ave. ....	" .....	North of 12-in. main Queen St. (intersection).
Castle Frank Ave.	South .....	East line of Hawthorne Ave.
Chatham St. ....	North .....	West " Greenwood Ave.
Chicora Ave. ....	" .....	East " Bedford Rd.
Concord Ave. ....	East .....	North " Bloor St.
" " ....	" .....	South " Van Horne Ave.
Crescent Rd. ....	" .....	North " South Drive.
Davies Ave. ....	West .....	South " Matilda St.
Dupont St. ....	North .....	East " Shaw St.
Eastern Ave. ....	" .....	Between 12-in. and 6-in. mains, Queen St. (inter-section).



## SCHEDULE No. 12—Continued.

TOTAL LIST OF ALL VALVES PLACED IN POSITION, DURING THE YEAR 1907, SHOWING THE  
SIZE, LOCATION, ETC.

Street, Avenue, etc.	Side of Street.	Location.
Edgar Ave.....	North.....	East line of McLennan Ave.
".....	".....	West " Glen Rd.
Ellerbeck Ave....	West.....	North " Danforth Rd. (County).
Elm Ave.....	North.....	At connection with Bean Rd. main, P. V.
Essex St.....	South.....	East line of Shaw St.
Fern Ave.....	North.....	East " Roncesvalles Ave.
Galley Ave.....	South.....	West " Roncesvalles Ave.
Gallow Place.....	West.....	North " Danforth Rd (County).
Galt Ave.....	".....	South " Gerrard St.
Geoffrey St.....	North.....	West " Sorauren Ave.
Gladstone Ave....	West.....	North " College St.
".....	".....	South " College St.
Glen Rd.....	East.....	North " Pelham Pl.
".....	".....	North " Binscarth Rd.
".....	Centre.....	South of 12-in. main, South Drive (intersection)
Gough Ave.....	West.....	South line of Danforth Ave.
Grandview Ave. ..	North.....	West " Logan Ave.
Greenwoods Ave... West.....	North.....	" Danforth Ave. (County).
".....	".....	South " Danforth Ave.
Hallam St.....	North.....	East " Dovercourt Rd.
Hastings Ave.....	East.....	North " Queen St.
".....	".....	South " Doel Ave.
Hewitt Ave.....	North.....	West " Roncesvalles Ave.
Humboldt Ave....	".....	East " Warren Rd.
Indian Rd.....	East.....	North " Boustead Ave.
Jersey Ave.....	".....	North " Evans Ave.
Jones Ave.....	West.....	South " Danforth Ave.
Kew Beach Ave. ..	North.....	East " Woodbine Ave.
".....	".....	West " Kippendavie Ave.
Kippendavie Ave..	West.....	South " Queen St.
Langford Ave....	".....	North " Danforth Ave. (County).
Lappin Ave.....	North.....	West " Lansdowne Ave.
Lee Ave.....	West.....	North of 12-in. main, Queen St. (intersection).
Leslie St.....	East.....	South line of Harriett St.
".....	West.....	North " Danforth Ave. (County).
Liszt Ave.....	North.....	East " Warren Rd.
Logan Ave.....	West.....	South " Danforth Ave.
".....	".....	North " Danforth Ave. (County).
".....	East.....	North of 12-in. main, Queen St. (intersection).
Lynwood Ave....	North.....	West line of Avenue Rd.
".....	".....	East " Poplar Plains Rd.
Major Street.....	West.....	North " Bloor St.
".....	".....	South " Lowther Ave.
Manning Ave.....	".....	South " Robinson St.
Matilda St.....	South.....	East " Davies Ave.
Moscow Ave.....	West.....	North " Danforth Ave. (County).
Oaklands Ave.....	".....	North " Cottingham St.
Pape Ave.....	".....	North of 12-in. main, Queen St. (intersection).
".....	".....	North line of Danforth Ave. (County).
Park Rd.....	".....	North of 12-in. main (intersection).

## SCHEDULE No. 12—Continued.

TOTAL LIST OF ALL VALVES PLACED IN POSITION DURING THE YEAR 1907, SHOWING THE  
SIZE, LOCATION, ETC.

Street, Avenue, etc.	Side of Street.	Location.
Parkway Ave. ....	North .....	West line of Dundas St.
Paton Rd. ....	" .....	East " Symington Ave.
Queen St. East. ....	South .....	Opp. West line of Kingston Rd.
" " .....	North .....	West line of Logan Ave.
" " .....	" .....	East " Logan Ave.
" " .....	" .....	West " Pape Ave.
" " .....	" .....	West " Jones Ave.
" " .....	" .....	East " Waverley Rd. S.
" " .....	" .....	West " Lee Ave.
" " .....	" .....	East " Hammersmith Ave.
" " .....	" .....	Near East City Limits.
" " .....	" .....	West line of Carlaw Ave.
" " .....	" .....	East " Carlaw Ave.
Rosedale Rd. ....	East .....	North of 12-in. main (intersection).
Roxborough St. ....	South .....	Between 12-in. and 6-in. mains (intersection).
" " .....	North .....	Opp. West line of Cluny Ave.
Roxborough Ave. E	" .....	East line of Schofield Ave.
" " .....	" .....	West " Edgar Ave.
Rusholme Rd. ....	East .....	North " St. Ann's Rd.
Russill Hill Rd. ....	West .....	North " Clarendon Ave.
St. Clarens Ave. ..	" .....	North " Lappin Ave.
" " .....	" .....	South " Wallace Ave.
Salem Ave. ....	" .....	North " North Drive, Dovercourt Park.
Scarth Rd. S. ....	East .....	North of 12-in. main (intersection).
Shaw St. ....	West .....	North line of Arthur St.
" " .....	" .....	South " Arthur St.
Sproat Ave. ....	North .....	East " Jones Ave.
South Drive ....	" .....	South of 12-in. main (intersection).
Symington Ave. ..	West .....	North line of Wallace Ave.
Wallace Ave. ....	North .....	East " Symington Ave.
Warren Rd. ....	West .....	South " St. Clair Ave.
Waverley Rd. ....	Centre. ....	North of 12 in. main, Queen St. (intersection).
Whitney Ave. ....	West .....	North line of Danforth Ave. (County).
Woodbine Ave. ....	East .....	North of 12 in. main (intersection).
University Gr'ds. ....	" .....	Opp. North side of Convocation Hall.
" " .....	" .....	In front of Convocation Hall.
" " .....	" .....	In front of Laboratory Building.
" " .....	Opp. North. ....	East corner of School of Practical Science.
" " .....	" .....	Opp. South-East side of University Buildings.
4-INCH STOP VALVES:		
Dovercourt Park		
North Drive. ....	North .....	West line of Westmoreland Ave.
Dovercourt Park		
South Drive. ....	South .....	West " Westmoreland Ave.
Ivy Ave. ....	North .....	East " Leslie St.
3 INCH STOP VALVES:		
Dermot Place. ....	East .....	North " Spruce St.

## SCHEDULE No. 12—Continued.

TOTAL LIST OF ALL VALVES PLACED IN POSITION DURING THE YEAR 1907, SHOWING THE SIZE, LOCATION, ETC.

Street, Avenue, etc.	Side of Street.	Location.
6-INCH CHECK VALVES:		
Gladstone Ave....	West .....	North line of College St.
Havelock St.....	" .....	North " College St.
VALVES TAKEN OUT OR ABANDONED DURING 1907.		
6-INCH STOP VALVES:		
Danforth Ave....	South .....	West line of Hampton Ave.
" .....	" .....	West " Pape Ave.
" .....	" .....	East " Byron St.
Manning Ave ....	West .....	South " Robinson St.
Shaw St.....	" .....	235 feet North of Arthur St. (abandoned).
4-INCH STOP VALVES:		
Danforth Ave ....	South .....	East line of Jones Ave.
3-INCH STOP VALVES:		
Danforth Ave ....	South .....	West " Jones Ave.

## SUMMARY OF VALVES ON STREETS AT END OF 1907.

Size and Description.	In use at end of 1906.	Put in during 1907.	Taken out or abandoned during 1907.	Total in use at end of 1907.
STOP VALVES :				
36 inches.....	14	.....	.....	14
30 ".....	7	.....	.....	7
24 ".....	22	1	.....	23
20 ".....	7	1	.....	8
16 ".....	7	.....	.....	7
12 ".....	496	59	.....	555
10 ".....	6	.....	.....	6
9 ".....	8	.....	.....	6
8 ".....	14	1	.....	15
6 ".....	1,955	111	5	2,061
4 ".....	80	3	1	92
3 ".....	30	1	1	30
Totals.....	2,654	177	7	2,824
CHECK VALVES :				
36 inches.....	5	.....	.....	5
30 ".....	4	.....	.....	4
24 ".....	1	.....	.....	1
20 ".....	1	.....	.....	1
12 ".....	12	.....	.....	12
6 ".....	48	2	.....	50
Totals.....	71	2	.....	73

## SCHEDULE No. 13.

## STATEMENT OF HOUSE SERVICES IN USE TO 31ST DECEMBER, 1907.

Total number of services in use previous to 1874 .....	1,375
"          "      laid during 1874.....	552
Number of new      "          1875. ....	842
"      renewed services laid during 1875.....	24
"      new      "          1876 by permit.....	141
"      renewed      "          1876.....	12
"      new      "      laid by Commission 1876. ....	602
"      renewed      "          1876.....	258
"      new      "          "          1877.....	1,006
"      renewed      "          "          1877.....	161
"      new      "      Corporation 1878.....	2,189
"      renewed      "          "          1878.....	103
"      new      "          "          1879 .....	1,861
"      renewed      "          "          1879 .....	97
"      new      "          "          1880.....	1,014
"      renewed      "          "          1880 .....	41
"      new      "          "          1881.....	2,654
"      renewed      "          "          1881 .....	117
"      new      "          "          1882.....	1,826
"      renewed      "          "          1882.....	44
"      new      "          "          1883 .....	1,766
"      renewed      "          "          1883 .....	54
"      new      "          "          1884.....	2,087
"      renewed      "          "          1884.....	12
"      new      "          "          1885 .....	2,344
"      renewed      "          "          1885 .....	22
"      new      "          "          1886 .....	2,936
"      renewed      "          "          1886.....	19
"      new      "          "          1887.....	3,250
"      renewed      "          "          1887 .....	65
"      new      "          "          1888.....	2,990
"      renewed      "          "          1888.....	65
"      new      "          "          1889.....	3,288
"      renewed      "          "          1889.....	68
"      new      "          "          1890.....	2,136
"      renewed      "          "          1890.....	55
"      new      "          "          1891.....	2,058
"      renewed      "          "          1891.....	53
"      new      "          "          1892.....	1,151
"      renewed      "          "          1892.....	49
"      new      "          "          1893.....	526
"      renewed      "          "          1893.....	2



Number of new	services laid by Corporation	1894	390
“ renewed	“ “ “	1894	11
“ new	“ “ “	1895	319
“ renewed	“ “ “	1895	38
“ new	“ “ “	1896	29
“ renewed	“ “ “	1896	45
“ new	“ “ “	1897	474
“ renewed	“ “ “	1897	29
“ new	“ “ “	1898	504
“ renewed	“ “ “	1898	32
“ new	“ “ “	1899	664
“ renewed	“ “ “	1899	35
“ new	“ “ “	1900	683
“ renewed	“ “ “	1900	26
“ new	“ “ “	1901	1,133
“ renewed	“ “ “	1901	8
“ new	“ “ “	1902	1,319
“ renewed	“ “ “	1902	13
“ new	“ “ “	1903	1,402
“ renewed	“ “ “	1903	45
“ new	“ “ “	1904	2,036
“ renewed	“ “ “	1904	48
“ new	“ “ “	1905	3,185
“ renewed	“ “ “	1905	20
“ new	“ “ “	1906	4,041
“ renewed	“ “ “	1906	31
“ new	“ “ “	1907	3,961
“ renewed	“ “ “	1907	8
“	services in Yorkville at time of annexation		448
“	“ Parkdale “ “		885
Total number of services laid on Island			363



SCHEDULE No. 15.  
METERS REBUILT IN SHOP.

Meter.	$\frac{3}{8}$ inch.	$\frac{1}{2}$ inch.	1-inch.	1 $\frac{1}{2}$ -inch.	2-inch.	3-inch.	4-inch.	5-inch.	6-inch.	8-inch.	10-inch.	
Crown.....	96	24	7	....	8	4	3	....	....	....	....	142
Worth.....	28	4	22	3	16	1	....	....	....	....	....	74
Siemens .....	..	6	7	....	2	....	....	....	1	....	....	16
Gem .....	....	....	....	....	2	....	....	....	....	....	....	2
Nash.....	13	7	12	....	....	....	....	....	....	....	....	32
Keystone.....	9	8	....	....	....	....	....	....	....	....	....	17
Hersey.....	6	1	3	....	....	....	....	....	....	....	....	10
Trident .....	17	15	6	....	....	....	....	....	....	....	....	38
Crest .....	....	....	....	....	....	1	....	....	....	....	....	1
Kennedy ....	....	....	....	....	....	....	4	....	6	....	....	10
Union .....	....	....	....	....	3	....	....	....	....	....	....	3
Total.....	169	65	57	3	31	6	7	....	7	....	....	345

## SCHEDULE No. 16.

METERS IN USE UP TILL DEC. 31ST, 1907.

Meter.	$\frac{1}{8}$ -inch.	$\frac{3}{8}$ -inch.	1-inch.	1 $\frac{1}{2}$ -inch.	2-inch.	3-inch.	4-inch.	5-inch.	6-inch.	8-inch.	10-inch.	
Crown.....	553	249	114	....	86	63	64	....	9	....	....	1,138
Worth.....	47	70	139	30	142	35	3	....	....	....	....	466
Siemens.....	48	63	41	1	50	26	18	12	8	4	1	272
Kennedy.....	....	....	....	....	4	10	6	....	16	....	....	36
Gem.....	....	....	....	....	73	14	9	....	4	....	1	101
Nash.....	42	29	37	....	2	....	....	....	....	....	....	110
Keystone.....	48	39	21	....	....	....	1 (Eureka)	....	....	....	....	109
Hersey.....	44	25	22	....	1	....	....	....	....	....	....	92
Union.....	....	....	....	....	26	....	....	....	....	....	....	26
Trident.....	82	71	42	....	....	....	....	....	....	....	....	195
Empire.....	4	....	3	1	....	....	....	....	....	....	....	8
Lambert.....	2	2	2	....	....	....	....	....	....	....	....	6
Buffalo.....	....	....	1	....	....	....	....	....	....	....	....	1
Crest.....	....	....	....	....	....	13	10	....	....	....	....	23
King.....	2	....	....	....	....	....	....	....	....	....	....	2
Columbia.....	2	....	....	....	....	....	....	....	....	....	....	2
Total.....	874	548	422	32	384	161	111	12	37	4	2	2,587

SCHEDULE No. 17.  
METERS INSPECTED AND REPAIRED WITHOUT REMOVAL.

Meter.	9-inch.	8-inch.	1-inch.	1½-inch.	2-inch.	3-inch.	4-inch.	5-inch.	6-inch.	8-inch.	10-inch.	
Crown . . . . .	150	75	41	....	32	20	21	....	7	....	....	346
Worth . . . . .	27	62	156	28	123	31	1	....	....	....	....	428
Siemens . . . . .	6	17	16	2	13	8	9	5	3	2	....	81
Gem . . . . .	....	....	....	....	29	10	3	....	3	....	2	47
Nash . . . . .	14	10	11	....	....	....	....	....	....	....	....	35
Keystone . . . . .	13	14	8	....	....	....	....	....	....	....	....	35
Hersey . . . . .	13	4	8	....	....	....	....	....	....	....	....	25
Trident . . . . .	17	27	11	....	....	....	....	....	....	....	....	55
Crest . . . . .	....	....	....	....	....	2	5	....	....	....	....	7
Kennedy . . . . .	....	....	....	....	4	21	27	....	53	....	....	105
Union . . . . .	....	....	....	....	5	....	....	....	....	....	....	5
Empire . . . . .	1	....	1	....	....	....	....	....	....	....	....	2
Lambert . . . . .	1	....	....	....	....	....	....	....	....	....	....	1
Buffalo . . . . .	....	....	1	....	....	....	....	....	....	....	....	1
Total . . . . .	242	209	253	30	206	92	66	5	66	2	2	1,173



SCHEDULE No. 18.  
 SIZE AND NUMBER OF METERS PLACED DURING 1907.

Meter.	1/2-inch.	3/4-inch.	1-inch.	1 1/2-inch.	2-inch.	3-inch.	4-inch.	6-inch.	
Crown .....	17	7	13	..	8	5	7	2	59
Worth .....	5	3	6	2	20	1	...	...	37
Nash .....	1	4	4	...	...	...	...	...	9
Trident .....	4	5	7	...	...	...	...	...	16
Keystone .....	6	2	3	...	...	...	1 (Eureka)	...	12
King .....	2	...	...	...	...	...	...	...	2
Columbia .....	2	...	...	...	...	...	...	...	2
Hersey .....	1	...	...	...	...	...	...	...	1
Siemens .....	...	3	...	...	3	...	...	...	6
Lambert .....	...	1	2	...	...	...	...	...	3
Gem .....	...	...	...	...	4	...	...	...	4
Union .....	...	...	...	...	1	...	...	...	1
Crest .....	...	...	...	...	...	1	...	...	1
Total .....	38	25	35	2	36	7	8	2	153

## SCHEDULE No. 19.

RETURN OF TEMPERATURE OF WATER FOR YEAR 1907, TAKEN AT THE SHORE CRIB  
AND THE CITY HALL TAP.

Month.	DEGREES FAHRENHEIT.					
	Shore Crib.			City Hall Tap.		
	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.
January .....	38	33	35.32	40	36	38.19
February .....	37	33	35.10	39	36	37.58
March .....	37	33	34.77	39	35	36.68
April .....	38	34	35.80	42	38	38.64
May .....	44	37	39.09	45	41	42.07
June .....	44	39	41.83	47	43	44.96
July .....	46	39	41.87	49	44	46.00
August .....	57	40	46.51	58	44	49.15
September.....	60	41	49.70	62	45	52.62
October .....	46	40	42.35	48	43	45.15
November .....	43	38	41.23	48	42	44.65
December .....	39	36	37.70	43	39	41.04
Average for Year .....	44.08	36.91	40.10	46.66	40.5	43.06

## ANALYSIS OF TEMPERATURE.

*Shore Crib.*

The highest on September 11th, 60 deg. ; the lowest on January 19th, February 3rd, March 2nd, 33 deg. ; the lowest average in March, 34.77 deg.

*City Hall Tap.*

The highest on September 11th, 62 deg. ; the lowest on March 2nd, 35 deg. ; the highest average in September, 52.62 deg ; the lowest average in March, 36.68 deg.

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 SCHEDULE No. 20.

## LEAKS ON MAINS REPAIRED DURING THE YEAR 1907.

The following leaks on mains were repaired during the year :

36-inch .....	7
30 " .....	2
24 " .....	3
20 " .....	..
16 " .....	..
12 " .....	93
10 " .....	..
8 " .....	1
6 " .....	122
4 " .....	6
3 " .....	..

Total..... 234 of all sizes.

The cost of repairing these leaks (exclusive of asphalt pavement repairs)  
was :—

Labour .....	\$2,132 60
Material. ....	163 04

Total..... \$2,295 64

Average number of leaks per mile of distribution.....	0.76
Average cost per mile .....	\$7 52
Average cost per leak (labour included) .....	\$9 81

SCHEDULE No. 21.

# MAINTENANCE OF DISTRIBUTION, 1907.

Work Done by Lombard Street Department.

[illegible]







## SCHEDULE No. 22.

STATEMENT OF QUANTITY OF WATER PUMPED, AND THE COST OF PUMPING, FIGURED ON COAL, WAGES, MAINTENANCE, AND INTEREST AND SINKING FUND.

## MAIN PUMPING STATION.

Year.	Total Water Pumped Imp. Gallons.	Total Fuel Pounds.	Cost of Fuel.	Wages.	Total Cost, including Repairs, Fuel, Wages, etc. Main Pump Station.	Fuel. Cost per 1,000Galls.	Fuel and Wages. Cost per 1,000Galls.	Fuel, Wages and Maintenance Cost per 1,000Galls.	Total Work-ing Expenses, including Collection of Revenue, including re Pumping.	Interest and Sinking Fund	Total Cost, in-cluding Fuel, Wages, Main-tenance, In-terest and Sinking Fund	Total Cost per 1,000 Galls. on same.
			\$ c.	\$ c.	\$ c.	Cents.	Cents.	Cents.	\$ c.	\$ c.	\$ c.	Cents.
1870	441,011,250											
1871	509,908,250											
1872	548,746,840											
1873	586,230,295											
1874	789,484,045											
1875	1,390,706,595	5,003,262	17,156 47	5,898 95	25,886 95	1.23	1.65	1.86				
1876	1,625,138,876	6,988,282	19,645 75	6,447 02	30,379 00	1.21	1.60	1.86				
1877	2,633,433,932	10,407,992	25,556 29	7,866 70	36,895 23	0.97	1.26	1.40				
1878	1,417,370,918	8,120,000	15,196 20	7,140 00	25,246 50	1.00	1.51	1.78				
1879	1,610,104,342	10,872,211	19,313 07	7,140 00	29,827 38	1.19	1.63	1.85				
1880	1,785,859,706	11,694,808	28,455 72	7,140 00	39,285 25	1.59	1.98	2.19				
1881	1,910,430,419	12,391,874	31,410 04	7,473 75	42,529 22	1.64	2.03	2.22				
1882	2,108,933,115	11,685,556	30,170 64	8,819 81	43,619 63	1.43	1.84	2.06				
1883	2,809,956,484	17,266,679	43,529 08	10,025 72	59,809 65	1.54	1.89	2.12				
1884	3,645,442,082	19,920,782	52,525 56	10,842 40	69,355 64	1.44	1.73	1.90	117,733 27	150,603 00	268,336 27	7.36
1885	3,537,482,598	18,644,465	46,889 27	12,017 85	65,082 39	1.31	1.64	1.84	104,530 50	151,614 00	256,144 50	7.24
1886	4,134,376,998	19,285,371	41,979 32	14,814 40	65,679 74	1.01	1.56	1.58	112,211 24	159,082 00	271,293 24	6.80
1887	4,417,938,169	23,283,900	50,051 85	16,968 79	76,597 16	1.13	1.51	1.73	130,175 09	163,337 00	293,512 09	6.64
1888	4,041,964,514	20,457,935	46,690 77	19,043 58	76,059 72	1.12	1.58	1.88	135,631 69	171,197 00	306,828 69	7.59
1889	4,148,781,634	19,231,940	44,135 10	20,192 39	75,360 77	1.06	1.54	1.81	161,567 81	181,104 00	342,671 81	8.25
1890	5,249,760,226	24,615,830	56,259 99	21,847 31	83,136 12	1.03	1.44	1.58	168,633 84	226,273 00	394,906 84	7.52
1891	6,534,375,161	29,300,240	60,012 77	22,556 49	89,060 35	0.90	1.24	1.36	182,854 12	226,273 00	409,127 12	6.26
1892	6,659,925,650	34,505,875	71,805 25	21,645 34	103,202 91	1.07	1.39	1.54	180,215 79	222,626 00	402,841 79	6.04
1893	6,646,021,488	26,913,840	64,702 86	27,078 65	100,013 77	0.97	1.37	1.50	188,481 70	224,732 00	413,213 70	6.21
1894	6,589,492,142	26,822,145	54,902 85	25,959 14	103,650 47	0.83	1.22	1.57	183,973 23	224,732 00	408,707 23	6.20
1895	6,639,680,218	21,178,879	40,221 85	23,305 49	75,502 63	0.66	1.01	1.13	148,908 06	224,732 00	373,640 06	5.62
1896	6,781,187,980	18,606,508	25,307 90	22,529 41	55,626 60	0.37	0.70	0.82	145,209 80	225,545 00	370,754 80	5.46
1897	6,723,757,030	20,711,250	26,880 50	22,933 92	57,093 25	0.39	0.73	0.84	141,954 80	225,545 00	367,499 80	5.46
1898	7,136,334,102	22,100,145	27,572 00	23,983 07	53,134 40	0.38	0.71	0.74	146,354 54	222,400 00	368,754 54	5.16
1899	7,824,348,217	24,682,935	26,684 57	24,770 54	71,279 65	0.34	0.65	0.90	162,185 19	222,100 00	384,685 19	4.91
1900	8,064,384,595	24,148,565	38,668 54	27,314 83	80,339 85	0.47	0.80	0.99	169,824 11	222,749 00	392,573 11	4.86
1901	8,299,298,465	26,272,640	39,562 56	28,295 43	78,234 31	0.47	0.81	0.94	171,683 97	222,749 00	394,432 97	4.75
1902	7,993,916,325	23,769,930	37,409 30	28,170 36	74,625 82	0.46	0.82	0.93	175,020 73	223,078 00	398,098 73	4.98
1903	8,735,658,903	30,260,615	54,275 93	31,405 90	93,591 55	0.62	0.98	1.07	197,915 19	226,932 00	424,847 29	4.86
1904	9,076,711,575	32,843,325	52,643 51	30,680 11	94,010 62	0.58	0.91	1.03	217,575 63	252,739 00	470,314 63	5.18
1905	9,174,732,461	34,512,095	49,644 31	32,917 06	89,429 66	0.54	0.89	0.97	219,325 81	252,739 00	472,064 81	5.01
1906	9,859,486,415	27,657,495	39,713 57	42,075 21	92,942 16	0.40	0.83	0.94	224,909 74	253,409 00	478,318 74	4.75
1907	10,356,547,168	30,768,630	48,380 46	43,160 00	101,910 96	0.46	0.88	0.98	214,255 03	296,460 00	540,715 03	5.22

# PAVEMENTS, ROADWAYS, PERMANENT SIDEWALKS, PLANK SIDEWALKS AND REPAIRS.

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CITY ENGINEER'S DEPARTMENT,

Toronto, December 31st, 1907.

MR. C. H. RUST,

*City Engineer.*

DEAR SIR,—Herewith I submit a report showing in general and detail the extent and cost of all work done under the supervision of the Roadways Branch of the City Engineer's Department of Toronto for the year ending 31st December, 1907.

A total of seven hundred and one separate works were constructed under the supervision of this Department, of which sixty-six were laid by private contract under City inspection; of the remaining six hundred and thirty-five works, one hundred and sixty-nine were done by day labor, and four hundred and sixty-six were laid under contract. This is an increase in the number of works undertaken during the year of 156 over 1906, of 234 over 1905, and of 302 over 1903, and is the greatest number of works ever undertaken by the Department in any one year.

A summary of the works follows:

Carried over from 1906 .....	119
Contract works .....	466
Day labor works .....	169
Private permanent works .....	66

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Total number of works undertaken.... 701

The work, classified as pavements and sidewalks, represents 31.401 miles of pavements of all kinds, and 58.309 miles of concrete sidewalks. A reference to Table No. 2 shows that this is an increase in mileage of pavements constructed, as compared with 1906, of 9.304 miles, or 37 per cent.

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The above mileage of pavements includes 1.144 miles of new track allowance, and 5.330 miles of track allowance reconstruction, leaving 27.926 miles of roadway pavements, of which 94 per cent. are of a permanent nature.

The total amount of asphalt pavements constructed during the year was 17.276 miles, which includes the resurfacing of 0.807 miles of worn-out pavements, leaving 16.469 miles of new pavements constructed. This is a very pronounced increase over last year, and in the face of the increased price of asphalt, is very strong testimony of the sustained popularity of this class of pavement.

During the year 58.309 miles of concrete sidewalks were constructed. This is an increase of 34 per cent. over the mileage constructed during 1906, and is the greatest amount of this class of work ever undertaken and carried to completion by this Department in any one year.

The practice of tendering in competition with contractors, which was adopted some years ago by the City Engineer, was continued during 1907, and has again demonstrated its usefulness. The City's tender was found to be lowest on 256 works—163 sidewalks, 49 pavements and 44 curbs: 15 sidewalks, 7 pavements and one curb were done by order of Council without the formality of calling for tenders, and one was taken from the successful tenderer and constructed by day labor on account of dilatoriness on the part of the contractor. One hundred and twenty-seven of the total number were done by day labor, while of the remaining works 119 were awarded to contractors at the City's figure, and the balance were carried over to 1908. The total saving effected during 1907 through the continuance of this system of tendering was \$37,230, of which \$4,171 constitutes the total difference between the contractors' and City's price on those works which were transferred to contractors at the City's figures.

The following table classifies the various works constructed during the year 1907, as compared with those constructed during 1906. A pronounced decrease is to be seen in macadam roadways and cedar block pavements, while pavements of a permanent nature, such as asphalt and brick, show a large increase. The total shows an increase of 166 in all classes of work carried out by the Department during the year.

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TABLE No. 2.

MILEAGE OF DIFFERENT CLASSES OF PAVEMENTS, ROADWAYS AND SIDEWALKS LAID FROM 1890 TO 1907.

Class of Work.	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907
Pavements & R'dw'ys.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Asphalt .....	1.73	1.635	6.216	5.607	3.067	1.156	0.366	0.460	3.408	6.215	6.348	4.449	5.237	6.662	6.336	5.404	11.600	17.276
Bitulithic. ....														0.063	1.528	1.635	2.759	4.348
Cedar bl'k on sand & pl'k foundation.	15.51	9.186	3.349	3.249	0.852	1.753	0.428	2.459	4.831	3.151	7.842	2.725	2.191	1.774	0.511	0.630	1.441	0.089
Macadam .....		0.123	0.494		0.059	1.663	1.661	0.510	2.089	5.013	2.503	2.733	5.486	2.737	1.940	3.373	1.591	1.434
Tar Macadam. ....														2.148	0.920	1.257	0.247	0.738
Cobble .....	0.10	0.069	0.366								0.068							
Tamarac on con. .	0.192	0.077																
Cedar bl'k on con. .			8.416	2.185	0.826	0.227	0.038		0.084	0.079		0.021		0.069		0.500		
Stone setts on con. .			0.705	3.743	2.563	0.085					0.107	0.028		0.427		0.662		0.057
Scoria bl'ks on con. .	0.138		0.028			0.117			2.986	1.367	1.247	0.669			0.613	0.600		
Asphalt block. ....																		0.281
Brick on con. ....				3.964	0.787	0.744	1.032	5.803	6.079	3.670	5.472	2.885	4.272	2.602	2.876	3.751	1.504	2.860
Brick on gravel. ....							0.028	0.838	0.352	0.943	0.057							
Br'k on br'k'n st'ne										0.546	0.516	1.627						
Treated wood bl'k.																		0.396
Concrete p'ts. ....						0.071			0.057					0.041	0.147	0.053	0.055	0.144
Gravel. ....								3.138	4.756	0.069	0.303	0.222						0.448
Re'ctr'n of track allowance. ....											0.203	0.270	0.186		0.398		2.303	5.330
Granite bl'k track allowance. ....																	2.537	
Vitrified bl'k track allowance. ....																	0.971	1.144
Totals. ....	17.670	11.090	19.574	18.748	8.154	5.816	3.553	13.208	24.642	21.120	24.666	15.629	17.413	16.839	14.756	17.902	25.097	34.401
Sidewalks :																		
Concrete .....	1.426	1.930	1.508	2.259	1.137	1.918	0.612	1.050	2.548	5.474	15.227	17.305	27.360	34.896	31.058	37.500	43.536	58.309
Stone flag .....	1.273	0.398	0.104	0.065	0.011													
Brick .....							0.204	0.823	1.188	0.292	0.038	0.511	0.049	0.093	0.001	0.037	0.130	
Totals. ....	2.699	2.328	1.612	2.294	1.148	1.918	0.816	1.873	3.736	5.766	15.265	17.816	27.409	34.989	31.059	37.537	43.666	58.309

TABLE No. 1.

## CLASS OF PAVEMENTS AND ROADWAYS CONSTRUCTED.

	<i>Number of Works</i>	
	1906.	1907.
Asphalt .....	40	76
Bitulithic .....	13	28
Concrete .....	2	6
Brick on concrete .....	8	8
Vitrified block (pavement) .....	2	13
Asphalt block (pavement) .....	..	4
Wooden block (treated) .....	..	4
Cedar block (on concrete) .....	..	..
Cedar block (on sand) .....	3	1
Granite setts .....	..	1
Macadam .....	5	4
Macadam reconstruction .....	3	2
Tar macadam .....	3	2
Construction of new track allowance—		
Vitrified block .....	3	2
Granite .....	9	..
Reconstruction of track allowance—		
Scoria, vitrified block and concrete .....	4	12
Grading .....	1	2
Brick sidewalks .....	1	..
Concrete sidewalks .....	350	428
Concrete sidewalks (private contract) .....	60	66
Concrete curbing .....	23	42
	<hr/> 535	<hr/> 701

The following shows a comparison between the number of plans, drawings and estimates made during 1906 and 1907:—

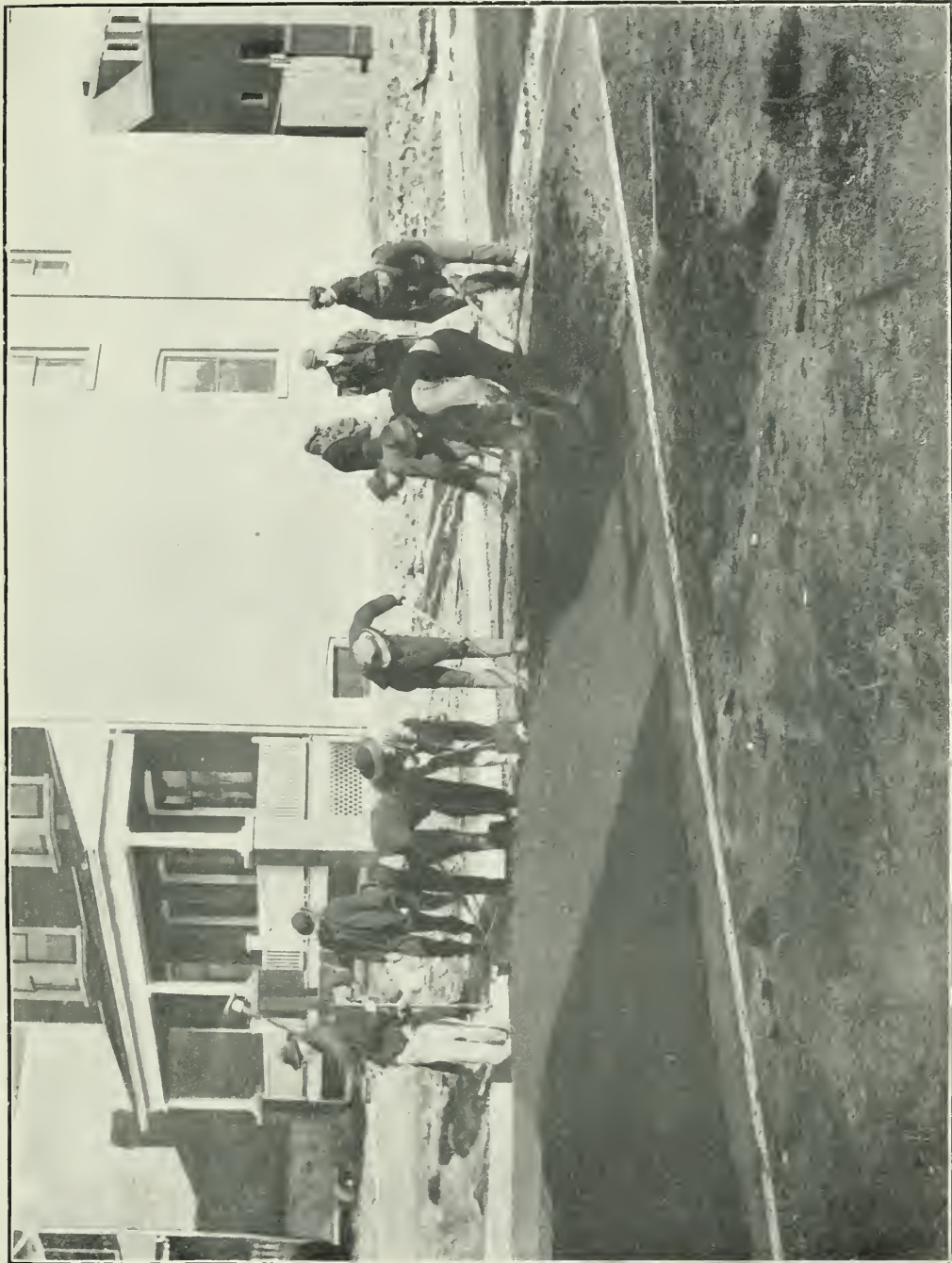
	1906.	1907.
Roadway plans .....	123	131
Detailed drawings .....	19	24
Estimates .....	883	828

The first pavement laid under the Local Improvement System was constructed during the year 1881, and the annual variation in mileage of paved and unpaved streets, with classification of same up to the end of 1907, is shown in the following table (Table No. 3):

TABLE No. 3.  
SHOWING THE DIFFERENT CLASSES OF PAVEMENTS AND ROADWAYS AND MILEAGE OF SAME FROM 1881 TO 1907.

Year.	Cedar Block.	Stone and Scoria.	Asphalt.	Asphalt Block.	Wood on Concrete.	Macadam.	Turf Macadam.	Bitulithic.	Brick.	Gravel.	Concrete.	Unpaved Mileage.	Total Mileage.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1881..	3.51	0.03	.....	.....	.....	50.92	.....	.....	.....	.....	.....	62.39	116.85
1882..	13.41	0.03	.....	.....	.....	48.28	.....	.....	.....	.....	.....	55.13	116.85
1883..	26.90	0.03	.....	.....	.....	54.37	.....	.....	.....	.....	.....	54.07	135.57
1884..	33.76	0.25	.....	.....	.....	52.32	.....	.....	.....	.....	.....	76.77	163.10
1885..	39.84	0.25	.....	.....	.....	50.17	.....	.....	.....	.....	.....	75.98	166.24
1886..	48.99	0.36	.....	.....	.....	47.36	.....	.....	.....	.....	.....	72.18	168.89
1887..	64.11	0.36	0.07	.....	.....	45.14	.....	.....	.....	.....	.....	59.21	168.89
1888..	79.55	0.36	0.25	.....	.....	42.76	.....	.....	.....	.....	.....	49.87	172.79
1889..	92.39	0.36	3.36	.....	.....	38.65	.....	.....	.....	.....	.....	107.43	242.19
1890..	109.57	0.36	5.08	.....	.....	36.63	.....	.....	.....	.....	.....	90.55	242.19
1891..	116.83	0.59	6.66	.....	0.49	36.39	.....	.....	.....	.....	.....	89.44	250.40
1892..	116.86	0.65	10.49	.....	0.49	36.39	.....	.....	.....	.....	.....	84.89	252.71
1893..	112.19	0.79	11.28	.....	0.49	34.98	.....	.....	.....	.....	.....	82.05	253.35
1894..	111.16	0.81	13.70	.....	0.49	39.95	.....	.....	.....	.....	.....	79.98	253.48
1895..	109.78	0.81	14.38	.....	0.49	39.15	.....	.....	0.38	.....	.....	79.48	256.40
1896..	108.70	0.81	14.61	.....	0.53	39.71	.....	.....	1.32	.....	.....	79.74	257.40
1897..	101.36	0.81	15.07	.....	0.53	40.50	.....	.....	3.58	3.22	.....	78.45	258.30
1898..	94.90	0.65	18.30	.....	0.61	41.91	.....	.....	5.91	4.56	.....	78.67	257.93
1899..	81.77	0.65	24.33	.....	0.67	45.03	.....	.....	8.77	5.03	.....	78.14	259.03
1900..	70.49	0.68	30.81	.....	0.67	46.69	0.21	.....	10.77	5.34	.....	77.26	259.12
1901..	61.48	0.81	34.92	.....	0.67	48.36	0.26	.....	11.53	5.54	.....	77.22	259.60
1902..	48.57	0.81	39.75	.....	0.25	50.02	1.12	.....	12.51	5.39	.....	77.66	260.14
1903..	43.25	1.15	46.44	.....	0.26	50.11	3.26	.....	14.24	5.87	0.14	79.39	265.40
1904..	*54.33	1.11	52.10	.....	0.26	*54.56	4.20	1.59	15.54	5.83	0.20	75.81	265.45
1905..	*48.83	1.74	56.29	.....	0.26	*54.92	5.46	3.22	17.14	5.83	0.13	82.36	276.13
1906..	*40.53	1.74	63.71	.....	0.51	*54.39	5.70	5.98	18.58	5.83	0.27	80.17	277.46
1907..	*32.29	1.64	80.04	0.34	0.66	*47.83	6.43	10.33	20.73	5.10	0.22	73.90	279.51

\*Including cedar block and macadam, with paved track allowance respectively.



SEATON SQUARE, FIRST ASPHALT PAVEMENT LAID BY CITY





Table No. 4 shows the percentage of the different classes of pavements and roadways:—

TABLE No. 4.

	per cent.
*Cedar block .....	11.55
Stone and scoria .....	.58
Asphalt .....	28.59
Asphalt block .....	.12
Wood on concrete (treated) .....	.23
*Macadam .....	17.11
Tar macadam .....	2.30
Bitulithic .....	3.69
Brick .....	7.41
Gravel .....	1.82
Concrete .....	.08
Unpaved .....	26.18

\*Including pavement with paved track allowance.

#### ASPHALT PAVEMENTS.

During the current year 76 asphalt pavements were laid, of which 13 were of the heavy class consisting of a 6-inch concrete foundation, a binder course of 1 inch in depth and a 2-inch asphalt top; 59 were light pavements having a 4-inch concrete foundation and a 2-inch asphalt surface, and 4 were old asphalt pavements which were in such a bad state of repair that it was necessary to strip off the old surface and replace it with new asphalt. The new surface in three cases consisted of 1 inch of binder and 2 inches of asphalt, while in only one instance was the light surface of 2 inches of asphalt used. The pavements laid aggregate 82,458 square yards of heavy asphalt, 168,984 square yards of light asphalt and 11,648 square yards of resurfacing, and a total length of 17.276 miles. The yardage for 1907 represents an increase of 31 per cent. over that for 1906.

It must be borne in mind that the above yardage includes concrete gutters, which were built on each side of the pavement in every case, and average 15 inches in width.

In 1904 a table was compiled showing the maximum, minimum and average price for heavy and light pavements from 1901 to 1904.

Below is found this table brought to date by the addition of the prices which prevailed during 1907:

	Maximum.	Minimum.	Average.
1901 Heavy .....	\$2 70	\$2 80	\$2 54 $\frac{6}{10}$
“ Light .....	2 23	1 88	2 04 $\frac{1}{2}$
1902 Heavy .....	2 60	2 45	2 54
“ Light .....	2 15	1 66	2 01 $\frac{1}{2}$
1903 Heavy .....	2 50	2 14	2 21 $\frac{3}{4}$
“ Light .....	1 88	1 60	1 70
1904 Heavy .....	2 30	2 15	2 22 $\frac{6}{10}$
“ Light .....	1 83	1 53	1 65
1905 Heavy .....	2 19	1 99	2 05
“ Light .....	1 66	1 36	1 51
1906 Heavy .....	2 01	1 79	1 91 $\frac{1}{2}$
“ Light .....	1 64	1 38	1 42 $\frac{1}{2}$
1907 Heavy .....	2 27	2 14	2 19
“ Light .....	1 83	1 50	1 62

This shows an increase of 14 per cent. in the contract cost of heavy asphalt, and 12 per cent. in that of light asphalt, as compared with the prices prevailing during 1906.

The City asphalt plant, for the establishment of which \$30,000 was appropriated in 1906, was completed and ready for operation by the fall of 1907, and three asphalt pavements were laid by day labor before the closing in of winter. A few repairs to existing pavements were also made.

The repairing of asphalt pavements, upon which the periods of guarantee have expired, was let by tender, the prices for the year being 76 cents per square yard for both heavy and light surface, and \$5.50 per cubic yard for concrete foundation. The expenditure for asphalt repairs in 1907 amounted to the sum of \$15,442.

The use of stone curbing with asphalt pavements has been entirely abandoned during 1907, concrete curbing being used in every case. A total of 69,114 lineal feet of combined concrete curb and gutter, and 114,912 lineal feet of concrete gutter only were constructed in conjunction with asphalt pavements during the year.

The quantities, prices, and other details connected with the asphalt pavements constructed during the year are tabulated in Tables Nos. 7 and 8. The physical and chemical analyses of the asphalt mixtures used in paving during the year are also tabulated separately.

Table No. 5 is a list of streets paved with asphalt on which the contractor's term of guarantee has expired.

TABLE No. 5.

SHOWING STREETS PAVED WITH ASPHALT UPON WHICH THE CONTRACTORS' GUARANTEES HAVE EXPIRED.

Street.	From.	To.	Length Feet.	Date of Expiry of Guarantee.
Wellington	Church	Yonge	900	June 28, 1894
Sherbourne	Queen	Bloor	6,786	June 1, 1895
Ontario	Carlton	Howard	2,824	July 28, 1895
Sherbourne	King	Queen	1,160	July 2, 1895
Scott	Front	Colborne	374	Nov. 7, 1895
Wellington	Bay	York	848	July 18, 1896
Gerrard	Jarvis	Sherbourne	934	July 14, 1896
Sherbourne	The bridge	South Drive	1,076	Nov. 11, 1896
St. George	College	Bloor	3,286	Sept. 25, 1896
Adelaide	York	Spadina	3,001	July 21, 1897
Victoria	King	Adelaide	414	Sept. 1, 1897
Rose	Howard	Winchester	2,134	Sept. 1, 1897
St. James	Ontario	Parliament	595	Sept. 7, 1897
Devonshire Pl.	Hoskin	Bloor	1,228	Sept. 30, 1897
Richmond	Victoria	Bay	852	June 27, 1898
Winchester	Parliament	Sumach	1,512	Aug. 24, 1898
Munn's Lane	Wellington	218 ft. north	218	Aug. 23, 1898
Lane Around Inland Revenue Office			265	Oct. 5, 1898
Hoskin	St. George	Queen's Pk. Cr.	1,130	June 27, 1899
Carlton	Jarvis	Sherbourne	937	June 7, 1899
Bleecker	Carlton	Wellesley	1,412	July 5, 1899
Wellesley	Sherbourne	Parliament	1,227	Sept. 25, 1899
Cecil	Spadina	Beverley	1,052	Sept. 27, 1899
Adelaide	Yonge	Church	903	Nov. 8, 1899
King	Simcoe	Sherbourne	4,999	June 15, 1899
Leader Lane	King	Colborne	197	May 25, 1900
Avenue Road	Bloor	Davenport	2,289	Aug. 29, 1900
St. Patrick	McCaul	Beverley	606	Sept. 9, 1900
Victoria	Adelaide	Queen	694	Sept. 28, 1900
Lane 1st W. of Yonge	Adelaide	Temperance	177	May 28, 1901
Also lane running	E. and W. from	above lane	303	May 28, 1901
Leader Lane	Wellington	Colborne	193	May 25, 1901
Queen Street bridge		At Don	134	July 25, 1905
Brunswick Ave.	College	Ulster	1,262	Oct. 20, 1906
Aberdeen Ave.	Ontario	222 ft. east	222	May 15, 1907
Berkeley	Gerrard	Carlton	677	Oct. 14, 1907
Front	Yonge	Church	942	June 30, 1907
Adelaide	Yonge	Bay	586	Aug. 17, 1907
Front	Lorne	Bay		
Bay	Melinda	Front		

### ASPHALT BLOCK PAVEMENTS.

Although the asphalt block, as a paving material, has been used for some years in various cities of the United States and Canada, its introduction into Toronto is only of recent date.

The first pavement of this class was commenced during the fall of 1903, and opened for traffic early in 1904. Since 1904, six more of these pavements have been laid, 4 of which were constructed during 1907. The total yardage laid during the year was 5,097 square yards, which represents 0.381 miles.

The pavement, as laid in this City, consists of a concrete foundation, either 4 or 6 inches in depth, on top of which is laid a mortar cushion one-half inch in depth, in which the blocks are imbedded before the mortar has set.

In conjunction with asphalt block pavements, 1,708 lineal feet of combined concrete curb and gutter, and 329 lineal feet of concrete gutter only was constructed.

### BRICK PAVEMENTS.

During 1907 the brick pavements laid aggregate 46,417 square yards, representing 2.860 miles. In addition to the above 10,410 square yards, or 1.144 miles, of new track allowance was constructed. This makes a total yardage of new work of 56,827 square yards, as compared with 32,576 square yards for 1906, and 41,656 square yards for 1905.

In nearly every instance Canadian block was used in preference to the American product. This was due largely to the greatly increased price of the latter, which was in the neighborhood of \$30 per thousand delivered on the street.

In connection with brick pavements, 20,924 lineal feet of concrete curbing was placed.

The quality of the blocks, as determined by the standard abrasion test, is indicated by the following ratio:

Canadian (after 1,000 revols.)	13.06 per cent.
American (after 1,000 revols.)	11.05 "
Canadian (after 2,000 revols.)	20.26 "
American (after 2,000 revols.)	15.70 "

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**TRACK ALLOWANCE CONSTRUCTION AND RECONSTRUCTION.**

During the year 1.144 miles of new track allowance construction was put down. This work was built on lines similar to those of the previous year, with the exception that the large wooden tie at the joint was replaced by two steel ties, one on each side of the joint.

For some years past those tracks, which were laid on the old wooden tie and concrete foundation, have been rapidly deteriorating, no very extensive repairs having been made owing to the uncertainty as to the parties responsible for the maintenance. Late in 1906, however, conditions became such that it was imperative that some decided action be taken to insure the safety of the travelling public. Work was therefore started and a certain amount carried out before winter set in. During 1907 similar operations were carried on with the result that 5.330 miles of old track allowance was torn up, the old rails removed and replaced with new 7-inch, 90-pound steel rails, and the pavement relaid and thoroughly grouted. While it would have been preferable to have removed the old foundation entirely and replaced it with the standard one of concrete, the work is the best that could be done with the facilities available, but it is at best only a makeshift.

The new steel rails which have been laid during the last few years on new concrete foundations or old reconstructed foundations constitute the only portion of the street railway tracks which can be said to be in first-class condition. This leaves a great mileage of track which is in a more or less dilapidated state. It is therefore to be strongly advocated that the work of reconstruction on the lines adopted during 1907, or better still, by the introduction of a permanent foundation, be carried out with the greatest possible expedition.

In addition to the general reconstruction work on track allowances completed during the year, a number of main intersections, some of which were unsafe for travel, were torn up and replaced with new steel on a 12-inch concrete foundation, paving blocks being laid after the steel had been placed. The details of these intersections are found in Table No. 7.

The following table shows the streets on which new rails have been laid since 1906:



Year.	Street.	From.	To.	Class of Steel.	Length of Track.
1906	Dupont . . . . .	Bathurst . . . .	Christie . . . . .	7-in.—90 lbs.	1918 lin.ft. double
1906	Dupont . . . . .	Walmer. . . . .	Bathurst . . . .	7 " —90 "	1634 " " "
1906	Gerrard . . . . .	Leslie . . . . .	Greenwood . . . .	7 " —90 "	1396 " " "
1906	Gerrard . . . . .	Pape. . . . .	Leslie . . . . .	7 " —90 "	1977 " " "
1906	Lansdowne . . . . .	College . . . . .	Bloor . . . . .	7 " —90 "	2850 " " "
1906	Richmond . . . . .	York . . . . .	Victoria . . . . .	7 " —90 "	1925 " " "
1906	Scott . . . . .	Front . . . . .	Wellington . . . .	7 " —90 "	299 " " single
1906	Victoria . . . . .	Richmond . . . .	Queen . . . . .	7 " —90 "	298 " " double
1906	Wellington . . . . .	Scott . . . . .	Yonge . . . . .	7 " —90 "	298 " " single
1906	Lansdowne and College.			7 " —90 "	117 " " double
1906	Avenue Rd. . . . .	241 ft. n. of Cottingham	St. Clair . . . . .	7 " —90 "	1736 " " "
1906	Dovercourt . . . . .	Bloor . . . . .	Van Horne . . . .	7 " —90 "	3390 " " "
1906	Queen . . . . .	Yonge . . . . .	Spadina . . . . .	7 " —90 "	4556 " " "
1907	College . . . . .	Grace . . . . .	Givens . . . . .	7 " —90 "	1600 " " "
1907	Gerrard . . . . .	Bridge . . . . .	Munro . . . . .	7 " —90 "	328 " " "
1907	Gerrard . . . . .	Bridge . . . . .	200 ft. w. . . . .	7 " —90 "	200 " " "
1907	King . . . . .	Spadina . . . . .	Sherbourne . . . .	7 " —90 "	6973 " " "
1907	Queen . . . . .	Don . . . . .	Broadview . . . .	7 " —90 "	1117 " " "
1907	Queen . . . . .	Spadina . . . . .	Bathurst . . . . .	7 " —90 "	1993 " " "
1907	Queen . . . . .	Kingston Rd.	Woodbine . . . . .	7 " —90 "	1887 " " "
1907	Queen . . . . .	Pape . . . . .	G. T. R. . . . .	7 " —90 "	2165 " " "
1907	Yonge . . . . .	Bloor . . . . .	C. P. R. . . . .	7 " —90 "	3962 " " "
1907	Roncesvalles . . . .	Queen . . . . .	Dundas . . . . .	7 " —90 "	4944 " " "

## CEDAR BLOCK PAVEMENTS.

Only one cedar block pavement was laid during 1907, having a length of 0.09 miles. Compared with the 1.441 miles laid during 1906, this mileage furnishes a very fair idea of the unpopularity of cedar block pavements. Another fact regarding this class of pavement, is that the whole mileage of 0.09 miles is included in one contract let during 1906 and carried over to 1907, no contract for cedar block pavements having been awarded during 1907.

In connection with this class of pavement, 948 lineal feet of concrete curb was constructed.

Tables Nos. 7 and 8 show in detail the quantities and cost of the cedar block pavement laid during the year.

Table No. 6 shows the sections of streets on which the final assessments for pavements have been or will be paid during the ensuing year. Many of these pavements are beyond repair.

# DIAGRAM SHEWING FLUCTUATIONS OF PAVEMENTS

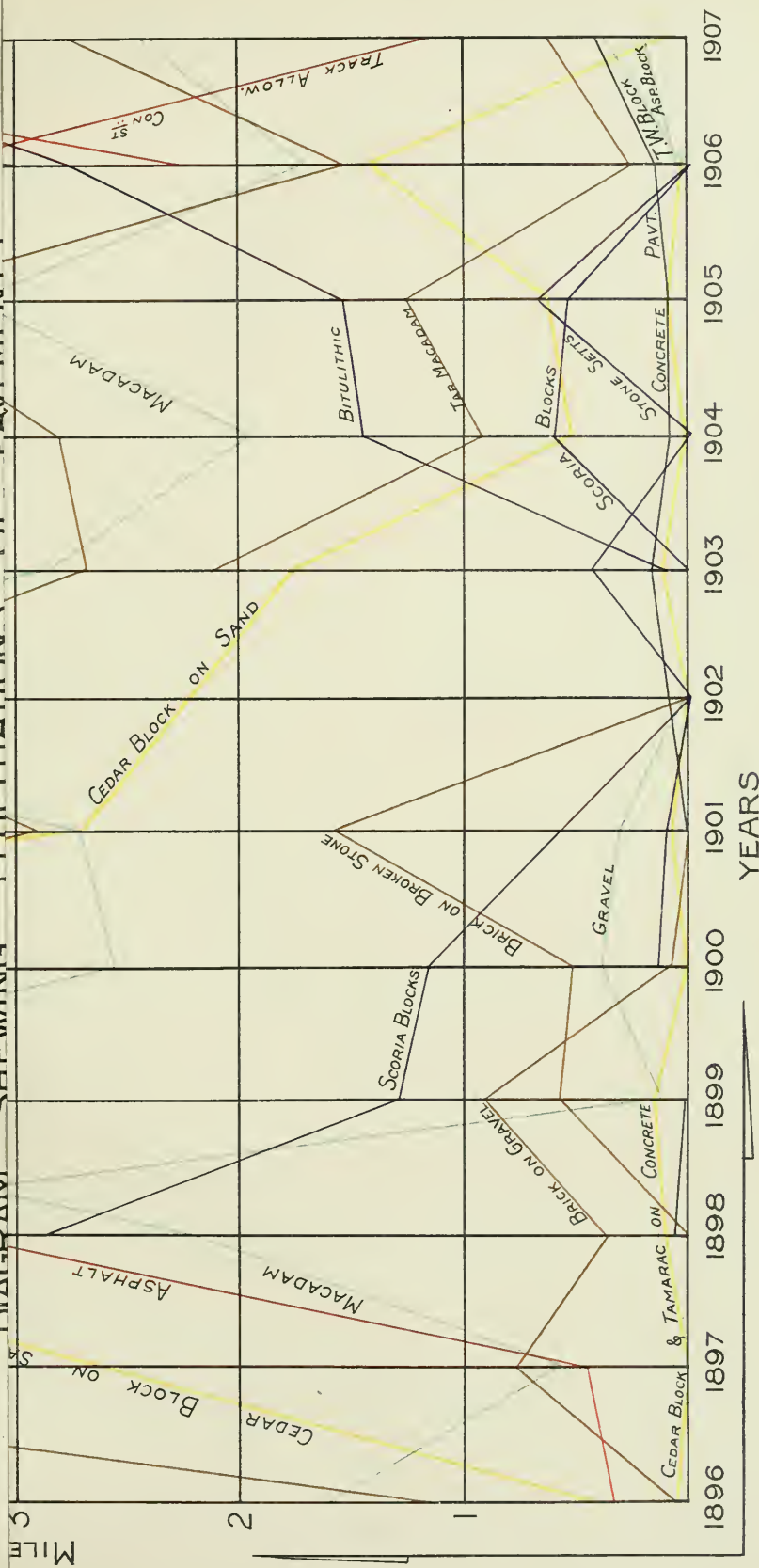
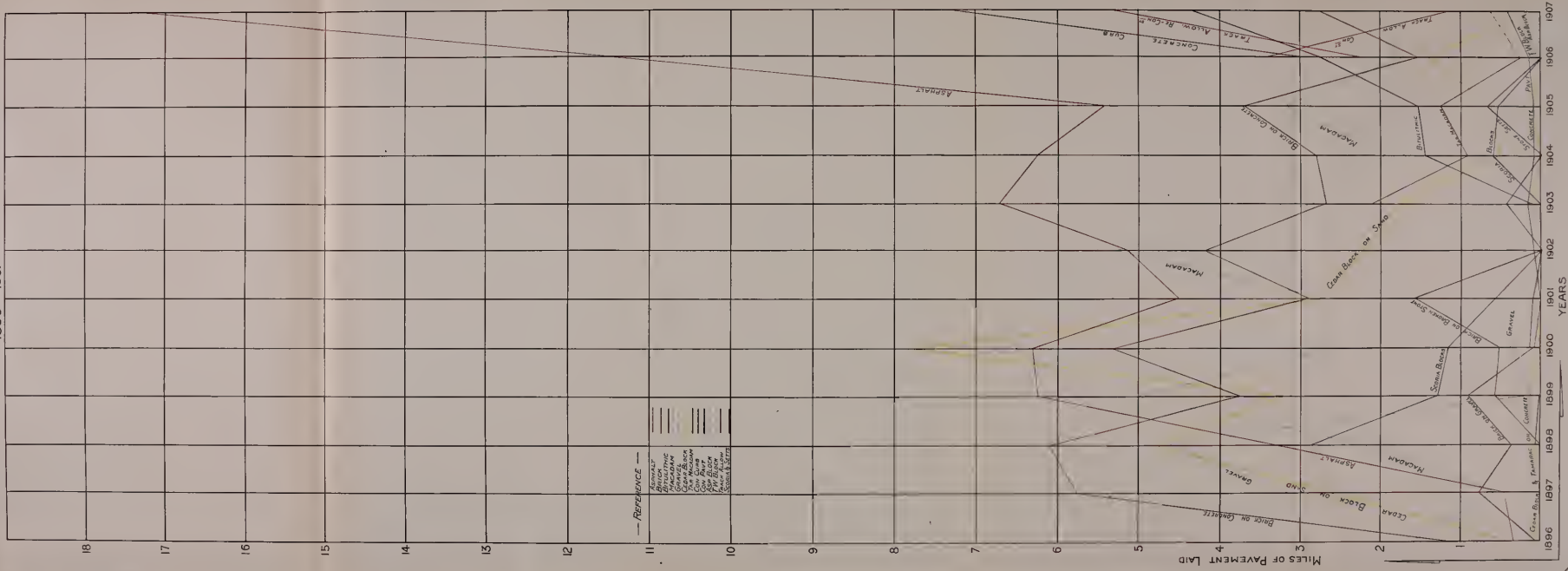


DIAGRAM SHEWING FLUCTUATIONS OF PAYMENTS

1896 — 1907



1896 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906 1907

TABLE No. 6.

LIST SHOWING DATE OF FINAL ASSESSMENT ON DIFFERENT CLASSES OF PAVEMENT.

Street.	From.	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Adelaide .....	York .....	Spadina .....	Asphalt .....	1892	1900
Adelaide .....	Bay .....	York .....	Cedar Block.	1899	1904
Adelaide .....	Yonge .....	Church .....	Asphalt. . .	1894	1904
Afton Ave. ....	Lisgar .....	Northcote .....	Gravel .....	1893	1901
Alma .....	Gladstone .....	Dufferin .....	Cedar Block.	1901	1906
Amelia .....	Sumach .....	Parliament .....	Brick .....	1895	1906
Argyle .....	Dundas .....	Gladstone .....	Cedar Block.	1895	1900
Arthur .....	Bathurst .....	Euclid .....	" .....	1898	1903
Argyle .....	Dundas .....	Shaw .....	" .....	1900	1905
Arthur .....	Euclid .....	Dundas .....	" .....	1900	1905
Avenue Rd. ....	Bloor .....	Davenport .....	Asphalt .....	1895	1905
Avenue Pl. ....	Avenue Rd. ....	Hazelton .....	Macadam .....	1901	1906
Adelaide .....	Yonge .....	Bay .....	Asphalt .....	1897	1907
Balmuto .....	Bloor .....	Czar .....	" .....	1901	1906
Barton Ave. ....	Manning .....	Euclid .....	Cedar Block.	1890	1900
Barton Ave. ....	Palmerston .....	Euclid .....	" .....	1892	1897
Barton Ave. ....	Brunswick .....	Howland .....	" .....	1892	1898
Bathurst .....	S. side of Bridge	North Ry. Gate ..	" .....	1886	1897
Bathurst .....	Front .....	Niagara .....	" .....	1898	1903
Bay .....	King .....	Queen .....	Asphalt .....	1891	1899
Bay .....	Front .....	Esplanade .....	Cedar Block.	1899	1904
Beaconsfield Ave.	Queen .....	Afton .....	Gravel .....	1898	1901
Beaconsfield Ave.	Afton .....	Dundas .....	" .....	1898	1901
Beatty Ave. ....	King .....	Queen .....	Cedar Block.	1899	1904
Beau .....	Elm .....	South Drive .....	Macadam .....	1900	1905
Bellwoods Ave. .	Queen .....	Mansfield .....	Cedar Block.	1900	1905
Beverley .....	Queen .....	College .....	Macadam .....	1896	1901
Berryman .....	Davenport .....	Hazelton .....	Cedar Block.	1900	1905
Birch Ave. ....	Yonge .....	West terminus. .	" .....	1890	1900
Bismarck Ave. .	Yonge .....	Park Road .....	Macadam .....	1891	1897
Bismarck Ave. .	Park Road .....	East end .....	Cedar Block.	1891	1897
Bleecker .....	Carlton .....	Wellesley .....	Asphalt. . .	1894	1902
Blevins .....	Sumach .....	East end .....	Cedar Block.	1896	1897
Bloor .....	Bathurst .....	Clinton .....	" .....	1889	1901
Bloor .....	Shaw .....	Dufferin .....	" .....	1890	1901
Bloor .....	Clinton .....	Shaw .....	" .....	1891	1901
Bloor .....	Dufferin .....	Lansdowne .....	" .....	1894	1901
Bolton Ave. ....	Queen .....	Gerrard .....	" .....	1898	1903
Booth Ave. ....	Queen .....	Eastern .....	" .....	1891	1896
Borden .....	Ulster .....	Bloor .....	" .....	1900	1905
Breadalbane ...	Yonge .....	St. Vincent .....	Macadam .....	1902	1905
Brighton Ave. .	Pape .....	East end .....	Cedar Block.	1890	1899
Broadview Ave. .	Withrow .....	Danforth .....	" .....	1890	1898
Broadview Ave. .	Queen .....	Gerrard .....	" .....	1887	1897

Street.	From.	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Broadview Ave..	Gerrard.....	Withrow.....	Cedar Block.	1887	1897
Broadview Ave..	Queen.....	Eastern.....	"	1891	1896
Broadway Place.	Spadina.....	159 ft. 3 in. west.	"	1899	1904
Brock Ave.....	Railway tracks.	Dundas.....	Gravel.....	1898	1901
Brock Ave.....	Logan.....	Howland.....	Cedar Block.	1888	1898
Brock Ave.....	Dundas.....	1,000 ft. s. Bloor.	Macadam...	1901	1906
Brooklyn Ave..	Queen.....	Dagmar.....	"	1901	1906
Brunswick Ave..	College.....	Ulster.....	Asphalt.....	1896	1906
Bruce.....	Shaw.....	Givens.....	Cedar Block.	1892	1897
Berkeley.....	Gerrard.....	Carlton.....	Asphalt.....	1897	1907
Bellevue Ave..	Bellevue Pl....	Oxford.....	Brick.....	1897	1907
Bulwer St.....	Soho.....	Spadina.....	Cedar Block.	1902	1907
Caer-Howell...	McCaul.....	Simcoe.....	Macadam...	1902	1905
Caer-Howell...	University.....	Simcoe.....	"	1902	1905
Casimir.....	St. Patrick....	North to a lane..	Cedar Block.	1889	1898
Cameron.....	Queen.....	Cameron Pl....	Brick on gravel.	1899	1905
Carlaw Ave....	Queen.....	Eastern.....	Cedar Block.	1889	1899
Carlaw Ave....	Eastern.....	Bay.....	"	1885	1897
Carlton.....	Sackville.....	Smnach.....	Macadam...	1898	1903
Carlton.....	Jarvis.....	Sherbourne.....	Asphalt.....	1894	1904
Carlyle.....	St. Patrick....	376 feet north...	Cedar Block.	1899	1904
Caroline.....	Queen.....	Eastern.....	"	1889	1899
Carr.....	Esther.....	End of Carr....	"	1894	1899
Cecil.....	Spadina.....	Beverley.....	Asphalt....	1894	1904
Charles.....	Church.....	Jarvis.....	Cedar Block.	1897	1902
Christie.....	Bloor.....	Melville.....	"	1891	1898
Churchill.....	Term of Paym't	136 feet east....	"	1893	1898
Clara.....	Oak.....	Oxford.....	"	1886	1896
Clarence Sq....	North east....	South sides.....	"	1898	1903
Claremont.....	Arthur.....	Mansfield....	"	1900	1905
Claremont.....	Robinson.....	Arthur.....	"	1900	1906
Classic Pl.....	Huron.....	East end.....	Macadam...	1897	1902
Clifford.....	Stafford.....	Strachan.....	Cedar Block.	1887	1897
Clinton.....	Mansfield....	College.....	"	1899	1904
Cluny Ave.....	Roxborough...	Crescent Rd....	"	1891	1897
Cluny Ave.....	Crescent Rd....	Rosedale.....	Macadam...	1901	1906
Colborne.....	Church.....	West Market....	Cedar Block.	1898	1903
Collahie.....	Gladstone....	Beaconsfield....	Gravel.....	1899	1902
Cottingham.....	1,350 ft. west of Yonge.	Avenue Rd.....	Cedar Block.	1886	1896
Cottingham.....	Rathnally.....	Poplar Plains Rd.	"	1889	1899
Coolmine.....	Dundas.....	St. Anne's.....	Macadam...	1901	1906
Crawford.....	Arthur.....	North End.....	Brick on gravel.	1899	1905
Crescent Rd....	Yonge.....	Rosedale Rd....	Macadam...	1899	1904
Crocker.....	Bellwoods.....	Claremont.....	Cedar Block.	1890	1900
Czar.....	Yonge.....	North.....	Asphalt.....	1893	1901
Concord.....	College.....	Dewson.....	Cedar Block.	1901	1906



Street.	From.	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Carlton Ave....	Ontario .....	222 feet east .....	Asphalt .....	1897	1907
Carlton St .....	Sumach .....	399½ feet east .....	Brick .....	1902	1907
Cross.....	Beaconsfield ..	Gladstone .....	Brick .....	1902	1907
Concord Ave....	Dewson .....	180 ft. south Hep- bourne.	Cedar Block.	1902	1907
D'Arcy .....	McCauley .....	Spadina .....	"	1895	1900
Darling .....	North term ..	End of sewer .....	"	1891	1896
Davenport Rd.	Yonge .....	Hazelton .....	Macadam .....	1898	1903
Davenport Rd.	Avenue Road ..	636 feet west .....	"	1900	1905
Davies Ave....	Queen .....	Matilda .....	Cedar Block.	1894	1899
Defoe .....	Tecumseth .....	Niagara .....	"	1890	1900
Delaware Ave..	College .....	Bloor .....	"	1892	1897
Delaware Ave..	Bloor .....	Van Horne .....	"	1891	1897
Devonshire Pl.	Hoskin .....	Bloor .....	Asphalt .....	1892	1902
Dewson .....	Ossington .....	Dovercourt .....	Cedar Block.	1890	1900
Division .....	Spadina .....	Huron .....	Macadam .....	1899	1904
Dovercourt Rd.	Bloor .....	Van Horne .....	Cedar Block.	1891	1901
Dovercourt Rd.	Queen .....	Dundas .....	Gravel .....	1898	1901
Dovercourt Rd.	Dundas .....	Churchill .....	Cedar Block.	1900	1906
Dovercourt Rd.	College .....	Bloor .....	"	1901	1906
Dufferin .....	Peel .....	Dundas .....	Gravel .....	1898	1901
Dufferin .....	King .....	G. T. R. ....	Cedar Block.	1889	1898
Dufferin .....	Bloor .....	Union .....	"	1891	1901
Dufferin .....	Dundas .....	Lindsay .....	Macadam .....	1899	1904
Dunn Ave....	Queen .....	Lake .....	Gravel .....	1898	1901
Dunbar Rd....	Elm .....	South Drive .....	Cedar Block.	1890	1900
Dundas .....	Sorauren .....	Bloor .....	"	1893	1898
Dundas .....	Ossington .....	Lausdowne .....	"	1900	1905
Dupont .....	Bathurst .....	Manning .....	"	1892	1897
Dovercourt Rd.	Queen .....	Armour .....	Brick .....	1902	1907
Duncan .....	King .....	Adelaide .....	"	1902	1907
Dean .....	Wilton .....	204 ft. north .....	Cedar Block.	1902	1907
Delaney Cr....	Brock .....	Wyndham .....	"	1902	1907
Dufferin St....	Bloor .....	C. P. R. ....	Macadam .....	1906	1907
Davenport .....	636 ft.e.Avenue Rd.	Dupont .....	"	1906	1907
Earnbridge .....	Strickland Pl	100 ft. west .....	"	1901	1906
Earl .....	Sherbourne ..	West term .....	Asphalt .....	1893	1898
Elgin Ave .....	Avenue Rd .....	Bedford Rd. ....	Macadam .....	1899	1904
Elliott .....	Broadview .....	Bolton .....	Cedar Block.	1898	1903
Elm Grove .....	King .....	Queen .....	Gravel .....	1898	1901
Elm .....	Yonge .....	University .....	Macadam .....	1899	1902
Empress Cr....	Dowling .....	Jamieson .....	Cedar Block.	Parkdale	1897
Empress Cr....	Dunn .....	Jamieson .....	"	1893	1898
Euclid Ave....	Arthur .....	College .....	"	1897	1902
Euclid Ave....	Bloor .....	Follis .....	"	1890	1898
Euclid Ave....	Arthur .....	Robinson .....	"	1899	1904
Euclid Pl....	Euclid Ave....	East term .....	"	1893	1899
Evans Ave. ....	Clinton .....	West term .....	"	1892	1898

Street.	From.	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Farquhar Lane.	Front .....	Esplanade .....	Cobblestone.	1900	1905
Fenning .....	Queen .....	Humbert. ....	Brick .....	1897	1903
First Ave .....	Broadview .....	Logan .....	Macadam ...	1899	1904
Florence. ....	Dufferin .....	Brock .....	Cedar Block.	1899	1904
Frankish .....	Brock .....	Sheridan .....	" .....	1890	1899
Frizzell. ....	Carlaw. ....	Pape. ....	" .....	1891	1900
Front .....	Sherbourne .....	Trinity .....	Macadam. ....	1899	1902
Front. ....	George. ....	Sherbourne .....	" .....	1899	1902
Foxley .....	Dundas .....	Dovercourt .....	Gravel. ....	1898	1901
Front. ....	Yonge. ....	Church .....	Asphalt. ....	1897	1907
Gerrard .....	Broadview .....	Howland .....	Cedar Block.	1888	1897
Gerrard. ....	Jarvis .....	Sherbourne .....	Asphalt. ....	1891	1901
Gerrard. ....	Yonge .....	Jarvis .....	Macadam ...	1899	1904
Gildersleeve. ....	Sunnach .....	East End. ....	Cedar Block.	1894	1899
Givens .....	Queen .....	Argyle .....	Macadam ...	1898	1903
Gladstone. ....	Queen .....	Dundas .....	Cedar Block.	1897	1902
Gloucester .....	Yonge .....	Church. ....	Macadam ...	1903	1906
Gordon .....	Sheridan .....	Dufferin .....	Cedar Block.	1891	1896
Grange .....	Huron .....	Spadina .....	Macadam ...	1903	1906
Grace. ....	Arthur. ....	College .....	Cedar Block.	1891	1902
Grafton Ave. ....	Roncesvalles .....	Triller .....	" .....	1891	1899
Grand Opera House Lane.	Adelaide. ....	149 feet south ...	Concrete. ....	1896	1902
Grange Rd. ....	Beverley .....	McCaul .....	Macadam ...	1900	1903
Grange Ave. ....	Spadina .....	Esther .....	Brick .....	1897	1903
Grange Ave. ....	Beverley .....	Huron .....	Macadam ...	1902	1905
Grenville .....	Yonge .....	Surrey Pl. ....	" .....	1899	1905
Grant. ....	Kintyre .....	North term. ....	Cedar Block.	1890	1900
Grosvenor. ....	Yonge .....	Queen's Park. ....	Gravel. ....	1900	1903
Gwynne Ave. ....	King .....	Queen .....	Cedar Block.	1898	1903
Givens .....	Argyle .....	Halton .....	" .....	1902	1907
Grant. ....	Queen .....	Kintyre .....	" .....	1902	1907
Halton .....	Shaw. ....	Dundas. ....	" .....	1892	1897
Hamburg Ave. ....	Bloor .....	Union .....	" .....	1891	1899
Hamilton. ....	Paul .....	Elliot. ....	" .....	1890	1899
Hamilton .....	Queen .....	Paul .....	" .....	1891	1896
Harbord .....	Huron .....	Bathurst .....	" .....	1897	1902
Harbord. ....	St. George .....	Huron .....	Macadam. ....	1898	1903
Henderson. ....	Clinton. ....	Grace .....	Cedar Block.	1891	1898
Henderson. ....	Manning .....	Clinton .....	" .....	1900	1905
Herick .....	Bathurst .....	Lippincott. ....	" .....	1892	1897
Heward Ave. ....	Queen .....	Eastern Ave. ....	" .....	1889	1899
Henry. ....	College .....	Baldwin. ....	Brick .....	1896	1906
Hickson .....	St. Clarens. ....	294 ft. east ...	Macadam. ....	1900	1905
High Park Ave. ....	Roncesvalles. ....	High Park .....	Cedar Block.	1893	1899
Hoskin Ave. ....	St. George. ....	Q's Pk Cr. Drive	Asphalt. ....	1894	1904
Howard Pk. Av. ....	Dundas. ....	Roncesvalles. ....	Cedar Block.	1891	1901
Howie. ....	Clark .....	North End. ....	" .....	1889	1899

Street.	From,	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Humbert .....	Dovercourt....	Dundas.....	Cedar Block.	1898	1903
Huntley .....	Bridge .....	Elm.....	"	1890	1900
Huron .....	Phoebe .....	Grange.....	"	1893	1898
Huron .....	Bernard.....	Dupont.....	Macadam....	1901	1906
Isabella .....	Sherbourne....	Jarvis.....	"	1898	1901
Isabella .....	Yonge .....	Jarvis.....	"	1901	1906
Jarvis .....	King .....	Queen .....	"	1896	1899
Jarvis .....	Queen .....	Bloor .....	Asphalt .....	1889	1899
John.....	King .....	Queen .....	Cedar Block.	1890	1900
John.....	King .....	Front .....	Macadam....	1895	1899
John.....	Bridge.....	Lake.....	"	1898	1903
Johnston's Lane.	Adelaide .....	South End .....	Brick .....	1897	1903
Jordan.....	Wellington....	King .....	Asphalt .....	1891	1899
King. ....	334 ft. w. of Jefferson.	1,900 ft. east .....	Tamarac ....	1891	1899
King. ....	Simcoe.....	Sherbourne....	Asphalt .....	1893	1903
King.....	Berkeley.....	236 ft. e. River..	Cedar Block.	1901	1906
Lane s. King....	e.s. Leader Lane	End of Lane.....	Concrete ....	1895	1905
Lane bet. St. Patrick & D'Arcy.	Huron .. ....	Beverley .. ....	Cedar Block.	1892	1897
Lane s. of Pearl.	Near Simcoe. ....	.....	Cobble.....	1892	1897
Lane e. of Spadina.	Grange .. ....	St. Patrick .....	" .....	1892	1897
Lane s. of Pearl.	Simcoe .. ....	York .. ....	"	1892	1897
Lane bet. Yonge and Victoria.	Gould.....	Wilton .. ....	"	1887	1897
Lane bet. Yonge and Victoria.	Adelaide .....	106 ft. south.....	"	1892	1897
Lane bet. York and Simcoe.	North of Pearl.	Near Adelaide..	Cedar Block.	1888	1898
Lane 1st n. of Queen.	Mutual.....	Jarvis .. ....	"	1888	1898
Lane n. of Wilton Cres.	Pembroke ....	George .. ....	"	1888	1898
Lane bet. Queen and Richmond	Church.....	East terminus...	Cobble .....	1888	1898
Lane 1st w. of Yonge.	Temperance....	n.s. Adelaide....	Asphalt .....	1896	1906
Lane lying bet. Temperance & Adelaide.	Comm'ing at a point 89 $\frac{1}{2}$ ft. w. of Yonge St., thence w. 313 $\frac{1}{2}$ ft.	.....	"	1896	1906
Lane s. of Queen	Tecumseth .....	Niagara.....	Cobble .....	1893	1898
Lane rear of John	Adelaide .....	Lane n. of Arlington Hotel.	Cedar Block.	1892	1898
Lane e. of Bay..	Wellington....	214 ft. south.....	"	1888	1899
Lane 1st e. of Bay	Wellington ....	Melinda .....	Concrete.....	1895	1900

Street.	From.	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Lane n. of Foxley	Foxley .....	135 ft. north. ....	Cedar Block.	1889	1899
Lane 1st s. of Q'n	Simcoe. ....	Duncan .....	"	1889	1899
Lane bet. Borden and Lippincott	Ulster .....	Bloor .....	"	1891	1896
Lane rear Standard Bank.	.....	.....	Scoria. ....	1892	1902
Lane rear Inland Revenue Office	.....	.....	Asphalt .....	1893	1901
Lansdowne .....	Queen .....	Union .....	Gravel .....	1898	1901
Lansdowne .....	Dundas .....	Bloor .....	Cedar Block.	1889	1899
Leader Lane .....	King .....	Colborne .....	Asphalt .....	1895	1905
Leader Lane .....	Wellington .....	Colborne .....	"	1896	1906
Leslie .....	Queen .....	Ashbridge's Bay..	"	1891	1901
Linden .....	Sherbourne .....	Huntley .....	Asphalt .....	1893	1901
Lippincott .....	Nassau .....	College .....	Cedar Block.	1900	1905
Lisgar .....	Queen .....	Afton .....	Gravel .....	1897	1900
Lisgar .....	Dundas .....	Afton .....	"	1898	1901
Lobb .....	Shaw .....	Crawford .....	Cedar Block.	1890	1900
Logan Ave. ....	Queen .....	Ashbridge's Bay..	"	1889	1898
Logan Ave. ....	Gerrard .....	Danforth .....	"	1889	1899
Lorne .....	Front .....	Esplanade .....	"	1899	1904
Lucas .....	Sorauren .....	Roncesvalles .....	"	1892	1897
Lane 1st s. of King.	Church .....	218 ft. west .....	Concrete ....	1902	1907
McAlpine .....	Davenport .....	McMurrich .....	Cedar Block.	1891	1897
McCauley .....	Queen .....	College .....	"	1898	1903
McDonnell .....	Queen .....	2,826 ft. north..	Gravel .....	1898	1901
McDonnell Sq.	Bathurst .....	Defoe .....	Macadam .....	1900	1903
McMaster Ave.	Avenue Rd .....	Rathnally .....	Cedar Block.	1890	1900
McPherson Ave.	Rathnally .....	Poplar Plains Rd.	"	1890	1901
McPherson Ave.	Yonge .....	1330 ft. west .....	Macadam .....	1899	1904
Manning Ave.	Robinson .....	Queen .....	Cedar Block.	1889	1898
Manning Ave.	Bloor .....	Hammond Pl. ....	"	1890	1900
Manning Ave.	Arthur .....	College .....	"	1900	1905
Manning Ave.	Robinson .....	Arthur .....	"	1901	1906
Mansfield .....	Clinton .....	Bellwoods .....	"	1900	1905
Mansfield .....	Manning .....	Clinton .....	"	1893	1898
Mansfield .....	Bellwoods .....	Grace .....	"	1893	1899
Maple Grove .....	O'Hara .....	Brock .....	"	1899	1904
Maple .....	Glen .....	Sherbourne .....	Macadam .....	1900	1905
Marion .....	Lansdowne .....	McDonnell .....	Cedar Block.	1891	1899
Markham .....	Herrick .....	Bloor .....	"	1889	1898
Margueretta .....	Dundas .....	Bloor .....	"	1901	1906
Marion .....	Fuller .....	Sorauren .....	"	1901	1906
Massey .....	King .....	Queen .....	"	1891	1897
Maude .....	Adelaide .....	Farley .....	"	1887	1897
Melbourne Ave.	Cowan .....	Dufferin .....	Gravel .....	1897	1900
Melinda .....	Yonge .....	Bay .....	Asphalt .....	1891	1899
Metcalfe .....	Winchester .....	Amelia .....	Cedar Block.	1900	1905

Street.	From.	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Millstone Lane.	York .....	East end .....	Cedar Block.	1889	1899
Munns Lane .....	Wellington .....	218 ft. north .....	Asphalt .....	1893	1901
Morse .....	Queen .....	2,103 ft. southerly .....	Cedar Block.	1901	1906
Murray .....	Cæter Howell .....	North end .....	"	1898	1903
Middleton .....	Brock .....	Sheridan .....	"	1902	1897
Napier .....	Munro .....	Lane .....	"	1891	1896
Nassau .....	Lippincott .....	Bathurst .....	"	1899	1904
New .....	Davenport Rd.	West end .....	"	1889	1899
North .....	St. Mary .....	Bloor .....	Macadam ..	1900	1905
Northcote .....	Queen .....	Afton .....	Cedar Block.	1895	1900
Northumberland	Ossington .....	Preston .....	"	1893	1898
Noble .....	Queen .....	100 ft. w. Strickland Pl.	Macadam ...	1901	1906
Nassau .....	Spadina .....	Bellevue Ave....	Brick .....	1897	1907
O'Hara .....	1605 ft. north of Queen.	Railway Tracks..	Cedar Block.	1892	1897
O'Hara .....	Queen .....	1,455 ft. north..	Gravel .....	1898	1901
Olive .....	Bathurst .....	Palmerston .....	Cedar Block.	1893	1898
Ontario Place ..	Ontario .....	270 ft. west .....	"	1886	1896
Ontario .....	Carlton .....	Howard .....	Asphalt .....	1890	1900
Osler .....	Royce .....	C. P. R. tracks ..	Cedar Block.	1892	1898
Ossington .....	Bloor .....	C. P. R. tracks ..	"	1892	1897
Ossington .....	Harrison .....	College .....	"	1888	1899
Ossington .....	College .....	Bloor .....	"	1900	1905
Oxford .....	Augusta .....	Spadina .....	"	1895	1900
Oxford .....	Augusta .....	Lippincott .....	"	1899	1905
Palmerston .....	Robinson .....	Arthur .....	"	1900	1905
Palmerston .....	Bloor .....	Dupont .....	"	1890	1899
Pape Ave .....	Queen .....	Danforth .....	"	1887	1897
Parliament .....	Wellesley .....	Howard .....	"	1888	1895
Parliament .....	Queen .....	Gerrard .....	Macadam ..	1899	1904
Parliament .....	King .....	Mill .....	"	1901	1906
Pearson .....	Sorauren .....	Roncesvalles .....	Cedar Block.	1901	1906
Peel .....	Gladstone .....	Dufferin .....	Gravel .....	1898	1901
Pembroke .....	Shuter .....	Wilton .....	Macadam ...	1899	1902
Pembroke .....	Wilton .....	Gerrard .....	"	1903	1906
Perth Ave. ....	Bloor .....	Royce .....	Cedar Block.	1893	1898
Peter .....	Front .....	Wellington .....	"	1886	1897
Peter .....	King .....	Queen .....	"	1890	1900
Pinehill Rd.	Rosedale Rd.	West end .....	Macadam ..	1894	1899
Poulett .....	Sydenham .....	South term .....	Cedar Block.	1890	1896
Powell .....	Dale .....	Maple .....	Macadam ...	1901	1906
Prospect .....	Rose .....	Ontario .....	Cedar Block.	1889	1899
Pearl .....	York .....	633 feet east .....	Brick .....	1902	1907
Queen .....	G. T. Ry. ....	Pape .....	Cedar Block.	1900	1905
Queen .....	Pape .....	Greenwoods .....	"	1900	1905



Street.	From.	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Queen .....	Gwynne.....	Roncesvalles ...	Cedar Block.	1898	1903
Queen .....	Gladstone.....	Niagara .....	"	1898	1903
Queen .....	Yonge .....	River .....	Asphalt ....	1894	1904
Queen's Park Drive.	Queen's Park Cres.	Bloor.....	Macadam ...	1898	1903
Queen's Pk. Cr. Drive, e. s.	University Cres	Road running n. from Park.	"	1897	1900
Queen St. Tracks	Greenwood....	Woodbine .....	Brick ..	1902	1907
Renfrew Pl....	McCaul .....	East End.....	Cedar Block.	1889	1899
Richmond Pl....	Richmond....	South End.....	"	1886	1896
Richmond.....	Bay .....	York .....	Macadam ...	1897	1900
Richmond .....	Victoria .....	Bay .....	Asphalt ....	1893	1901
River.....	Gerrard .....	Spruce .....	Macadam ...	1900	1905
Robinson .....	Palmerston...	Euclid .....	Cedar Block.	1886	1896
Rolyat .....	Dundas .....	Grove .....	"	1899	1904
Roncesvalles ...	Queen .....	Dundas .....	"	1890	1900
Rose Ave.....	Howard .....	Winchester .....	Asphalt .....	1892	1900
Roseberry Ave..	Bathurst.....	East End .....	Cedar Block.	1894	1899
Rossin H'se lane	York .....	East End .....	Cobble .....	1891	1897
Roxborough Ave	Yonge .....	1,328 feet w. ....	Cedar Block.	1892	1897
Roxborough Ave	Yonge .....	2,180 feet e. ....	"	1891	1900
Royce Ave. ....	Symington Ave	C. P. R. ....	"	1893	1893
Rush Lane .....	Esther.....	Portland .....	"	1890	1900
Rusholme Rd...	Hepbourne....	Bloor.....	"	1890	1900
Russell .....	St. George ...	Spadina .....	"	1899	1904
St. Alban's. ...	Yonge .....	Surrey Place ...	Macadam ...	1903	1906
St. Alban's....	Surrey.....	Queen's Park....	"	1898	1903
St. Clarens Ave.	Wyndham.....	Dundas .....	Cedar Block.	1889	1898
St. Clarens Ave.	Dundas .....	College .....	"	1890	1900
St. George .....	College .....	Bloor.....	Asphalt ....	1891	1901
St. James' Ave..	Ontario .....	Parliament.....	"	1892	1899
St. Joseph.....	St. Vincent...	698½ feet w ....	Macadam ...	1901	1906
St. Patrick.....	Bathurst.....	Denison .....	Cedar Block.	1898	1903
St. Patrick.....	Beverley.....	McCaul .....	Asphalt .....	1895	1905
St. Mary's .....	Yonge .....	W. end St. Mary's	Macadam ...	1900	1905
Sackville .....	Gerrard .....	Carlton .....	Cedar Block.	1899	1904
Sackville .....	Wellesley.....	256 feet north....	Macadam ...	1899	1904
Sackville .....	Wellesley.....	Winchester .....	"	1899	1904
Salisbury Ave..	Sackville.....	East term. ....	Cedar Block.	1886	1897
Scollard .....	Yonge .....	Hazelton .....	Cd. Bl. & B'ck in track.	1898	1903
Scott .....	Front ..	Colborne .....	Asphalt ....	1890	1900
Selby .....	Sherbourne....	Huntley .....	Brick. ....	1895	1905
Shaw .....	Arthur .....	College .....	Cedar Block.	1900	1905
Shaw .....	College .....	Bloor .....	"	1893	1898
Shaw .....	Queen .....	Defoe .....	"	1891	1901
Shaw .....	Queen .....	Arthur .....	"	1898	1903
Shaftesbury Ave	Yonge .....	1,100 feet east..	"	1890	1899

Street.	From.	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Sheppard .....	Adelaide .....	Richmond .....	Macadam .....	1895	1899
Sherbourne .....	Bridge .....	South Drive .....	Asphalt .....	1891	1901
Sherbourne .....	King .....	Queen .....	" .....	1890	1899
Sherbourne .....	Queen .....	Bloor .....	" .....	1889	1899
Shirley .....	Brook .....	St. Clarens .....	Cedar Block .....	1891	1898
Shuter .....	Yonge .....	Sherbourne .....	Macadam .....	1901	1904
Simcoe .....	Front .....	Station .....	Cedar Block .....	1896	1901
Simcoe .....	King .....	Queen .....	Asphalt .....	1890	1900
South Drive .....	Crescent Rd. ....	Scarth Rd. ....	Macadam .....	1893	1898
South Drive .....	e.s. South Drive running s.	Glen Rd. ....	" .....	1899	1904
Spadina .....	Front .....	King .....	" .....	1900	1905
Spadina .....	Queen .....	Adelaide .....	Cedar Block .....	1899	1904
Spadina Rd. ....	Bernard .....	C. P. R. ....	" .....	1891	1901
Spruce .....	River .....	Sumach .....	Macadam .....	1899	1904
Sully .....	Arthur .....	College .....	" .....	1901	1906
Sully Cres. ....	Shaw .....	Sully .....	Cedar Block .....	1899	1904
Sumach .....	King .....	Eastern .....	" .....	1890	1899
Sumach .....	Gerrard .....	Wellesley .....	Macadam .....	1899	1904
Sumach .....	King .....	Gerrard .....	Cedar Block .....	1900	1905
Strickland Pl. ..	Noble .....	Earnbridge .....	Macadam .....	1900	1905
Sword .....	Gerrard .....	Spruce .....	" .....	1899	1904
St. Joseph .....	Yonge .....	St. Vincent .....	Brick .....	1897	1907
St. Clarens .....	College .....	Bloor .....	Cedar Block .....	1902	1907
Temperance ....	Yonge .....	Bay .....	Macadam .....	1896	1899
Teraulay .....	Queen .....	Albert .....	" .....	1898	1903
Thompson .....	Davies .....	Munro .....	Cedar Block .....	1890	1900
Tecumseth .....	Queen .....	Walnut .....	" .....	1901	1906
Toronto .....	N. King .....	Adelaide .....	Asphalt .....	1892	1897
Trinity .....	Mill .....	King .....	Cedar Block .....	1900	1905
Tyndall Ave. ....	King .....	Springhurst .....	Macadam .....	1898	1900
Ulster .....	Major .....	Bathurst .....	Cedar Block .....	1900	1905
Ulster .....	Bathurst .....	Markham .....	" .....	1894	1899
Vanauley .....	Queen .....	Grange .....	" .....	1886	1897
Vanauley .....	St. Patrick .....	St. Andrew .....	" .....	1887	1897
Victor Ave. ....	Logan .....	Broadview .....	Macadam .....	1899	1904
Victoria .....	Adelaide .....	Queen .....	Asphalt .....	1895	1905
Victoria Lane ..	Queen .....	Shuter .....	Cobble .....	1890	1899
Virtue .....	Sorauren .....	East terminus .....	Cedar Block .....	1890	1900
Victoria .....	King .....	Adelaide .....	Asphalt .....	1892	1900
Vermont .....	Palmerston .....	Manning .....	Cedar Block .....	1891	1896
Walmer Rd. ....	Bloor .....	Lowther .....	" .....	1897	1902
Walmer Rd. ....	Lowther .....	Castle .....	" .....	1898	1903
Walton .....	Yonge .....	Elizabeth .....	Macadam .....	1902	1905
Wascana .....	Sumach .....	186 feet east .....	Cedar Block .....	1891	1896
Washington .....	Spadina .....	Huron .....	Macadam .....	1899	1904

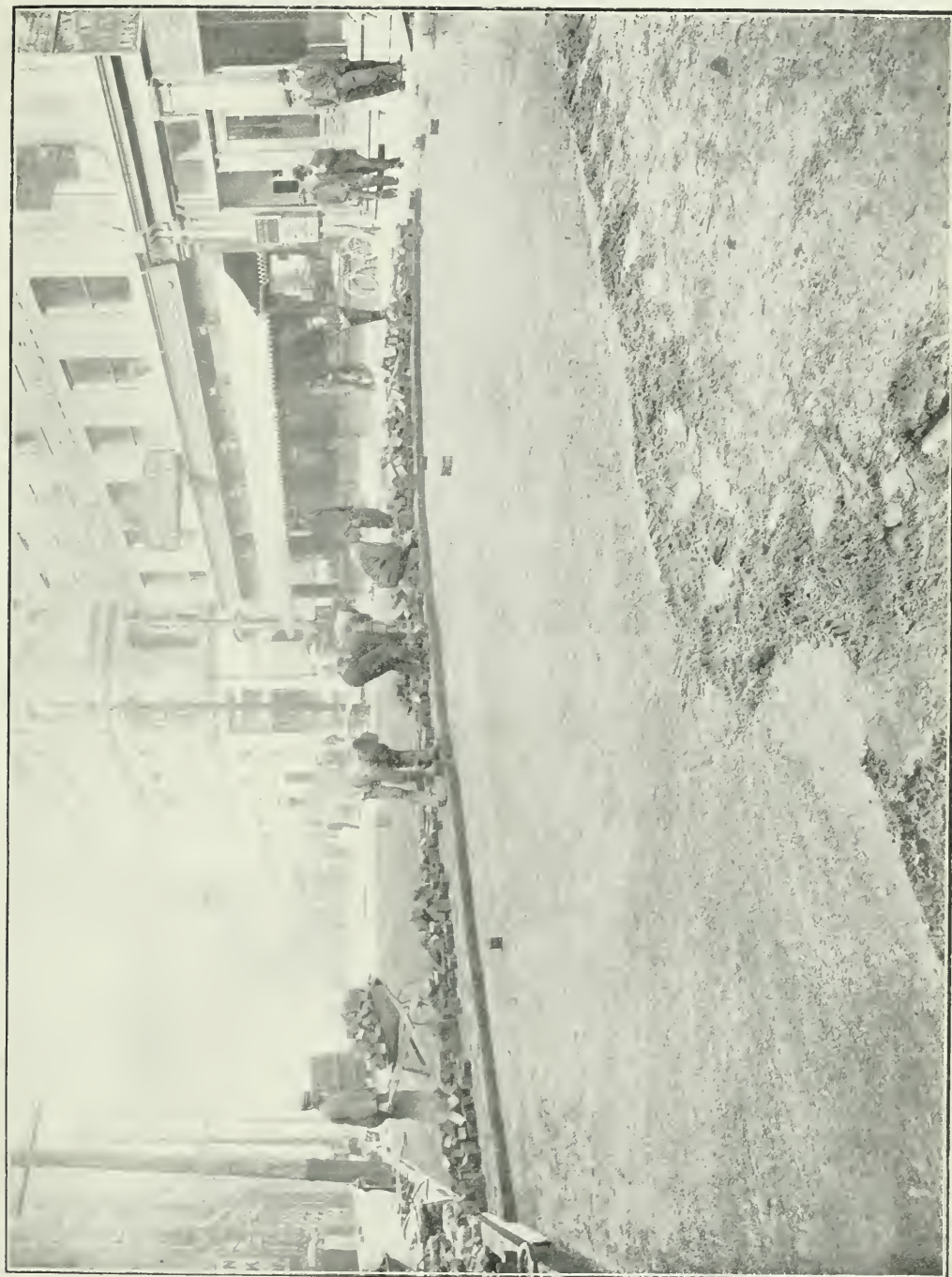
Street.	From.	To.	Class of Pavement.	Date When Laid.	Date Final Assessment Paid.
Wellesley Cres.	Sherbourne . . .	Jarvis . . . . .	Macadam . . .	1898	1901
Wellesley . . . .	Sumach . . . . .	300 feet east . . .	Cedar Block.	1889	1899
Wellesley . . . .	Parliament . . .	Sumach . . . . .	Macadam . . .	1899	1904
Wellesley . . . .	Sherbourne . . .	Parliament . . .	Asphalt . . . .	1894	1904
Wellington Ave.	Bathurst . . . .	East terminus . .	Cedar Block.	1891	1901
Wellington . . . .	Church . . . . .	Yonge . . . . .	Asphalt . . . .	1889	1899
Wellington . . . .	Bay . . . . .	York . . . . .	" . . . . .	1891	1899
West Lodge . . . .	Merrion Pl. . . .	1,146 feet north . .	Cedar Block.	1899	1904
Westmoreland . .	Durham . . . . .	Union . . . . .	" . . . . .	1890	1900
Westmoreland . .	Bloor . . . . .	Durham . . . . .	" . . . . .	1890	1900
Wilkins . . . . .	King . . . . .	North terminus . .	" . . . . .	1888	1899
Winchester . . . .	Parliament . . .	Sumach . . . . .	Asphalt . . . .	1893	1901
Withrow Ave. . .	Broadview . . . .	1,060 feet east . .	Cedar Block.	1889	1898
Wilton . . . . .	Sherbourne . . .	Parliament . . . .	Macadam . . .	1901	1906
Wolseley . . . . .	Esther . . . . .	Bathurst . . . . .	Tar Macadam	1900	1905
Wolfrey . . . . .	Broadview . . . .	Bowden . . . . .	Cedar Block.	1888	1899
Wright Ave . . . .	McDonnell . . . .	Sorauren . . . . .	" . . . . .	1891	1899
Wardell . . . . .	DeGrassi . . . .	South Ave. . . . .	" . . . . .	1902	1907
Wyndham . . . . .	Brock . . . . .	St. Clarens . . . .	" . . . . .	1902	1907
Yonge . . . . .	Grenville . . . .	Bloor . . . . .	Asphalt . . . .	1892	1902
Yonge . . . . .	King . . . . .	Hayter . . . . .	" . . . . .	1892	1902
Yonge . . . . .	Hayter . . . . .	Grenville . . . . .	" . . . . .	1892	1902
Yorkville . . . . .	Yonge . . . . .	Avenue Road . . .	Cedar Block.	1896	1901
York . . . . .	Pearl . . . . .	Adelaide . . . . .	Brick . . . . .	1902	1907
York . . . . .	Queen . . . . .	Adelaide . . . . .	" . . . . .	1902	1907



WELLINGTON STREET TREATED WOOD BLOCK PAVEMENT







WELLINGTON STREET, TREATED WOOD BLOCK PAVEMENT



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### WOODEN BLOCK PAVEMENTS.

During the year four treated wooden block pavements, totalling 0.396 miles, have been laid. The above mileage represents 7,320 square yards.

This pavement consists of a concrete foundation of any desired depth, usually 4 or 6 inches, on which is placed a mortar cushion of not less than one-half inch in depth. The original idea was to use a template to strike the mortar bed off true, and allow it to set before placing any blocks thereon, but owing to the nature of the streets on which this pavement was laid, it was necessary to do considerable false grading of the gutters. A template, therefore, was of very little use, and after the placing of the mortar the blocks were laid before it had a chance to set. The blocks (set on edge) having been laid and properly bedded, the joints were poured with semi-refined tar and the whole surface thoroughly covered with granite dust. The blocks used in every instance were of tamarac cut to the following size: three inches wide, four inches in depth, and from six to ten inches long. The specifications provide that if the blocks are treated by a creosote process, 10 lbs. per cubic foot of wood must be injected, while with the carbolite carbolineum process 6 lbs. of the fluid must be used per square yard of surface. The latter process was used during 1907.

In conjunction with wooden block pavements, 189 lineal feet of concrete curbing was constructed.

Details of wooden block pavements are to be found in Table No. 7.

### TAR MACADAM PAVEMENTS.

During the year 0.738 miles of tar macadam pavement was built, which is an increase over the amount laid last year of 0.491 miles. This is a tremendous increase, and gives an entirely wrong impression regarding the importance of tar macadam in this City. The whole mileage was included in two contracts which were let early in 1906 and not built until 1907, the delay being due to the efforts of the interested rate-payers to have the class of pavement changed to asphalt. In view of the circumstances, this could not be done, and the tar macadam pavements were laid.

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6,732 lineal feet of concrete curbing and gutter, and 1,000 lineal feet of concrete gutter alone was constructed in connection with tar macadam pavements during 1907.

Details of tar macadam pavements are to be found in Table No. 7.

#### BITULITHIC PAVEMENTS.

During the year there was constructed a total mileage of 4.348 miles of bitulithic pavement. This is an increase of 1.589 miles, or 57 per cent., over the amount laid in 1906. The total yardage laid was 61,477 square yards.

In conjunction with bitulithic pavements, there was constructed during the year 23,028 lineal feet of combined concrete curbing and gutter, and 20,883 lineal feet of gutter only.

Details of bitulithic pavements are to be found in Table No. 7.

#### MACADAM ROADWAYS.

The macadam roadways constructed this year total 1.434 miles as compared with 1.591 miles laid in 1906 and 3.373 miles laid during 1905. The mileage for this year represents a yardage of 22,612 square yards.

The decrease in this class of pavement which has prevailed during the last few years should be viewed with satisfaction. It may be looked upon as an indication that the ratepayers are realizing the necessity of permanent pavements and the elimination of such dirty and unsatisfactory roads as macadam.

In conjunction with macadam roadways, 10,889 lineal feet of concrete curbing was constructed.

Tables Nos. 7 and 8 show details.

#### CONCRETE PAVEMENTS.

Six concrete pavements were constructed during the past year, representing a mileage of 0.448 miles. This is an increase over 1906 of 0.304 miles. Pavements of this class, while being used with success on

## RECORD OF CEMENT TESTS, FROM JULY 1ST, 1906, TO JULY 1ST, 1907.

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lanes and small thoroughfares on which the traffic is light, can not be laid to advantage on heavily travelled streets owing to the brittle nature of the material, which shatters badly at the joints. It can safely be urged, however, that the practice of laying concrete pavements on lanes, and lanes only, be continued.

1,309 lineal feet of concrete curbing was laid in conjunction with concrete pavements during the year.

Tables Nos. 7 and 8 show details.

#### CEMENT CONCRETE WALKS.

During the year 494 concrete sidewalks were constructed, 428 of which being laid under the Local Improvement System, and the remaining 66 were put down by private contract under the supervision of this Department. The total mileage laid was 58.309 miles, which is an increase of 14.773 miles, or 34 per cent., when compared with the mileage laid during 1906.

In addition to the above, 60,770 square feet of concrete were laid for the floor of the new Exhibition Grand Stand. This area reduced to miles on the basis of a width of 5 feet, which is the width of the average walk, amounts to 2.302 miles.

The total length of concrete walks in the City is now 289.181 miles.

In connection with concrete sidewalks, 120,732 lineal feet of concrete curbing were laid during the year.

#### PLANK SIDEWALKS.

Only one plank sidewalk was constructed during 1907 as a local improvement, the length being 400 lineal feet.

#### DAY LABOR WORKS.

During the year 1907, 428 concrete sidewalks were constructed, of which 116 were done by day labor. Of these 15 were ordered by Council to be done by day labor without the formality of calling for tenders, and the rest, 101 in number, were awarded to the City Engineer, he being the

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lowest tenderer. On 64 other walks the City Engineer's tender was found to be the lowest, but at the request of the next lowest tenderer he was allowed to do the work under the supervision of this department, and at the City Engineer's figures, thus effecting a substantial saving to the property owners. The walks constructed under this system aggregated  $10\frac{1}{2}$  miles as compared with 6 miles in 1906, and if we reduce the area paved under the Grand Stand at the Exhibition grounds to sidewalk 5 feet wide, this total will be increased to  $13\frac{1}{4}$  miles.

In estimating the gain or loss resulting from the day labor system, if we take the lowest contractor's tender as a basis of comparison on the walks for which tenders were invited, we find an actual gain of \$6,816.26 on an actual expenditure of \$38,721.09.

The total cost of sidewalks constructed under the day labor system during 1907, exclusive of interest on money, etc., was \$57,608.77, as compared with \$32,803.34 in 1906. The total cost of sidewalks done by order of Council was \$16,108.65, as against an estimated cost of \$26,553.15.

Table No. 10 gives widths, amount of City's tender, next lowest tender, and actual cost of the work, and the loss and gain in comparison with contractors' tenders.

During the year we were awarded contracts by tender for the construction of 3 macadam roadways, 2 asphalt pavements, 4 asphalt block pavements, 14 brick on concrete, 2 treated wooden block on concrete, 1 concrete pavement, 1 granite sett pavement, 1 macadam reconstruction and 1 cedar block pavement.

In addition to the above, 1 macadam roadway, 1 asphalt pavement, 3 brick pavements, and 1 grading were done by order of Council.

On these works a net gain of \$14,817.53 was effected on an actual expenditure of \$105,193.95.

The total cost of roadway work done by order of Council was \$30,032.83, as against an estimated cost of \$39,846.

One vitrified block pavement was left in an uncompleted state, the expenditure to date being \$6,977.88.

During the year a large amount of work was done on track allowance repairs and reconstruction, but owing to the nature of the work it is of necessity rather expensive.

Table No. 13 gives a list and the amount of money expended in track allowances during the year.

The aggregate cost of track allowance repairs reached the large sum of \$92,664.59.

The total expenditure of this Department for all classes of roadway and sidewalk work was \$296,881.38.

Table No. 11 gives detailed information and statistics on these works.

A reference to Tables Nos. 10 and 11 will show a saving in favor of property abutting on the streets on which sidewalks were constructed by day labor during 1907 of \$6,816.26, and a saving due to the construction of pavements and roadways of \$14,817.53. In addition, we also claim credit for a saving of \$4,170.96 on 64 sidewalks, 20 pavements, 35 curb contracts, where our tender was the lowest, and which were accepted by the contractor at our figures, said saving being the difference between the City's tender price and the contractor's original tender.

The 35 curb contracts mentioned above were all awarded to the Engineer as there was no competition, and as a consequence no direct profit can be calculated; these in turn were transferred to contractors who had been awarded pavement contracts of one kind or another for the same sections of the street, and it was deemed advisable to have the curb and foundation to go in together.

#### TRACK ALLOWANCE REPAIRS.

1908.

Avenue Road .....	\$ 679 79
Bloor Street east, reconstruction .....	3,712 37
Bloor Street west .....	580 03
Broadview Avenue.....	151 10
Church Street .....	44 10
College Street, reconstruction .....	1,333 61
Dundas Street .....	1,209 15

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Dupont Street .....	507 02
Front Street west .....	1,302 76
Gerrard Street east, reconstruction.....	383 38
King Street east, reconstruction .....	6,156 27
King Street west, reconstruction .....	7,295 25
King and Church intersection, reconstruction....	3,036 91
King and Yonge intersection, reconstruction.....	4,166 64
King and Spadina intersection, reconstruction....	2,200 00
Lansdowne Avenue .....	2,948 11
Lansdowne and Bloor intersection, reconstruction.	1,159 41
McCaul Street .....	506 90
Queen Street west, reconstruction.....	10,906 59
Queen and York intersection, reconstruction.....	2,378 96
Queen Street east, reconstruction.....	19,169 83
Queen St. and Kingston Rd., reconstruction.....	.....
Richmond Street .....	44 88
Sherbourne Street .....	1,206 51
South Drive .....	574 38
Spadina Avenue .....	196 22
Station Street .....	165 74
Yonge Street, reconstruction, C. P. R. ....	20,238 35
York Street .....	410 33
<hr/>	
Total cost.....	92,664 59

The total saving on day labor works completed in 1907 was \$25,-804.75.

In addition to this profit, the Department is also entitled to the saving on the cost of inspection which is always incurred on contract works, but which is rendered unnecessary in day labor works. Estimated at \$3.50 per day for the time allowed for the construction of day labor works, this saving would amount to \$4,504.

If we estimate a profit of 15 per cent. on all work done by order of Council (this being the percentage actually gained on finished work), it would amount to \$6,921.22, and the Department may be credited with a profit from all sources of \$37,229.97.

On referring to the various tables in reference to day labor works and comparing them with previous years, it will be found that a much larger amount of work was done by this branch of the Engineer's Depart-



Analysis.						Inorganic Dust Grading				
		On No. 10 Sieve.	Pass No. 10 Sieve.	Pass No. 20 Sieve.	Pass No. 200 Sieve.	On No. 50 Sieve	Pass No. 50 Sieve.	Pass No. 80 Sieve.	Pass No. 100 Sieve.	Pass No. 200 Sieve.
Mineral matter (Ash).	Bitumen soluble in 74° Naphtha.									
%	%	%	%	%	%	%	%	%	%	%
36.63	40.24	0.5	1.0	1.5	2.0	0.0	2.0	6.0	8.0	84.0
36.38	42.36	0.5	2.0	2.0	6.5	0.0	0.0	8.0	20.0	72.0
....	.....	0.5	2.0	2.0	9.5	0.0	4.0	4.0	6.0	86.0
36.39	39.26	0.0	0.5	0.5	17.0	0.0	0.0	1.0	1.0	...

Street	From	To	Contractor	Asphalt Used	Bitumen in Surface Mixture. Penetration of Asphaltic Cement. (Box machine)	Refined Asphalt.										Sand Grading.										Inorganic Dust Grading.			
						Physical Examination.		Chemical Analysis.		Physical Examination.		Chemical Analysis.		Physical Examination.		Chemical Analysis.		Physical Examination.		Chemical Analysis.									
						Specific Gravity.	Flowing Point.	Bitumensoluble in 10% naphtha.	Organic matter insoluble.	Mass of material retained in 75 mesh.	Percentages.	On No. 10 Sieve.	Pass No. 10 Sieve.	Pass No. 20 Sieve.	Pass No. 30 Sieve.	Pass No. 40 Sieve.	Pass No. 50 Sieve.	Pass No. 60 Sieve.	Pass No. 80 Sieve.	Pass No. 100 Sieve.	Pass No. 200 Sieve.	Am No. 30 Sieve.	Pass No. 30 Sieve.	Pass No. 40 Sieve.	Pass No. 50 Sieve.	Pass No. 60 Sieve.	Pass No. 80 Sieve.	Pass No. 100 Sieve.	Pass No. 200 Sieve.
Port St.	Tenney St.	Chesnut St.	Barber Asphalt Co.	Trinidad Pitch Lake	9.87	51	1.394	232°F	64.87	36.63	40.24	0.5	1.0	1.5	12.0	24.0	31.0	29.5	7.5	2.0	0.0	6.0	8.0	84.0	0.0	0.0	0.0	0.0	
Adelaide St.	Barhurst St.	Spindlin Ave.	Constructing and Paving Co.	Trinidad Pitch Lake	10.33	66	1.440	237°F	60.68	3.04	36.38	42.06	7.5	2.0	2.0	8.5	15.0	28.5	21.0	16.0	9.5	0.0	0.0	8.0	20.0	72.0	0.0	0.0	
Bradley Ave.	Gerrard St.	Danforth Road.	Warren Bituminous Pav. Co.	California Acme	9.73	61	1.399	237°F	60.97	3.64	36.39	39.26	0.5	2.0	2.0	8.5	13.5	13.5	13.5	15.0	9.5	0.0	4.0	6.0	86.0	0.0	0.0	0.0	
Bloor St.	Young St.	Avenue Road	Barber Asphalt Co.	Trinidad Pitch Lake	10.28	38	1.399	237°F	60.97	3.64	36.39	39.26	0.0	0.5	0.5	5.7	7.0	35.0	10.0	24.5	7.0	0.0	2.0	4.0	14.0	80.0	0.0	0.0	
Barton Ave.	Bathurst St.	Allanby Ave.	Gosdon Contracting Co.	Trinidad Pitch Lake	11.27	57	1.077	237°F	60.97	3.64	36.39	39.26	0.0	0.5	0.5	5.7	7.0	35.0	10.0	24.5	7.0	0.0	2.0	4.0	14.0	80.0	0.0	0.0	
Bathurst Ave.	Dundas St.	150 feet west.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.99	34	1.399	237°F	60.97	3.64	36.39	39.26	0.0	0.5	0.5	5.7	7.0	35.0	10.0	24.5	7.0	0.0	2.0	4.0	14.0	80.0	0.0	0.0	
Bay St.	King St.	Farley Ave.	Barber Asphalt Co.	Trinidad Pitch Lake	10.83	80	1.440	237°F	60.68	3.04	36.38	42.06	0.0	1.0	1.5	10.0	20.0	23.0	27.5	27.5	4.0	0.0	4.0	10.0	22.0	64.0	0.0	0.0	
Bloor St.	Young St.	Sherbourne St.	City Engineer.	California	10.60	50	1.399	237°F	60.97	3.64	36.39	39.26	0.0	0.5	0.5	5.7	7.0	35.0	10.0	24.5	7.0	0.0	2.0	4.0	14.0	80.0	0.0	0.0	
Berry St.	Queen St.	Richmond St.	City Engineer.	California	10.66	60	1.438	189°F	60.61	0.22	0.17	17.18	1.0	2.0	2.5	5.0	9.0	18.5	27.0	31.5	4.0	0.0	0.0	4.0	14.0	80.0	0.0	0.0	
Bond St.	Spadina Ave.	Bruce St.	Gosdon Contracting Co.	Trinidad Pitch Lake	10.25	60	1.438	189°F	60.61	0.22	0.17	17.18	0.5	1.0	1.0	2.0	3.0	16.0	24.5	16.0	6.0	0.0	0.0	2.0	8.0	90.0	0.0	0.0	
Carlaw Ave.	Queen St.	Gerrard St.	Constructing and Paving Co.	Bernandez	9.77	64	1.399	237°F	60.97	3.64	36.39	39.26	0.0	0.5	1.0	2.0	3.0	16.0	24.5	46.0	6.0	0.0	0.0	2.0	8.0	90.0	0.0	0.0	
Clark St.	Dak St.	Oxford Ave.	Barber Asphalt Co.	Trinidad Pitch Lake	9.41	47	1.399	237°F	60.97	3.64	36.39	39.26	0.0	0.5	1.0	2.0	3.0	16.0	24.5	46.0	6.0	0.0	0.0	2.0	8.0	90.0	0.0	0.0	
Coar St.	Young St.	North St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.87	47	1.399	237°F	60.97	3.64	36.39	39.26	0.0	0.5	1.0	2.0	3.0	16.0	24.5	46.0	6.0	0.0	0.0	2.0	8.0	90.0	0.0	0.0	
Dale Ave.	McKenzie Crescent.	Castle Frank.	Constructing and Paving Co.	Bernandez	10.45	46	1.079	207°F	94.70	2.84	2.46	75.90	0.5	8.0	8.0	9.0	15.0	11.0	25.0	11.5	0.0	0.0	4.0	16.0	76.0	0.0	0.0		
Dupont St.	Walhurst St.	Kendall Ave.	Barber Asphalt Co.	Trinidad Pitch Lake	10.63	47	1.399	237°F	60.97	3.64	36.39	39.26	0.5	1.5	1.0	5.0	5.0	31.5	11.0	26.5	17.5	0.0	0.0	4.0	10.0	86.0	0.0	0.0	
Dupont St.	Walhurst St.	Kendall Ave.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.97	40	1.399	237°F	60.97	3.64	36.39	39.26	3.0	4.0	2.5	6.0	7.5	39.0	13.0	28.0	6.0	0.0	0.0	2.0	8.0	22.0	78.0	0.0	0.0
Esler St.	Queen St.	St. Patrick St.	Barber Asphalt Co.	Trinidad Pitch Lake	9.88	54	1.086	189°F	94.70	2.84	2.46	75.90	0.5	1.0	1.0	10.0	10.0	15.0	15.0	15.0	15.0	0.0	0.0	4.0	16.0	76.0	0.0	0.0	
Exton St.	Queen St.	Barton Ave.	Barber Asphalt Co.	Trinidad Pitch Lake	9.86	61	1.399	237°F	60.97	3.64	36.39	39.26	0.5	1.0	1.5	12.0	24.0	31.0	29.5	7.5	2.0	0.0	2.0	6.0	8.0	84.0	0.0	0.0	
Farley Ave.	Queen St.	Barton Ave.	Gosdon Contracting Co.	Trinidad Pitch Lake	10.37	68	1.399	237°F	60.97	3.64	36.39	39.26	0.5	1.0	1.5	12.0	24.0	31.0	29.5	7.5	2.0	0.0	2.0	6.0	8.0	84.0	0.0	0.0	
Gladstone Ave.	Dundas St.	Dundas St.	Gosdon Contracting Co.	Trinidad Pitch Lake	11.22	79	1.077	237°F	60.97	3.64	36.39	39.26	0.5	1.0	1.0	2.0	3.0	16.0	24.5	46.0	6.0	0.0	0.0	2.0	8.0	90.0	0.0	0.0	
Gerrard St.	Queen St.	Victoria St.	Barber Asphalt Co.	Trinidad Pitch Lake	9.77	37	1.244	215°F	76.00	3.26	20.72	49.94	0.0	0.5	0.5	3.0	4.0	32.0	17.0	25.0	18.0	0.0	0.0	2.0	10.0	88.0	0.0	0.0	
Gladstone Ave.	Queen St.	Victoria St.	Gosdon Contracting Co.	Trinidad Pitch Lake	10.39	33	1.209	237°F	60.97	3.64	36.39	39.26	0.0	0.5	1.0	3.5	5.5	27.5	16.5	0.5	45.0	0.0	4.0	4.0	8.0	84.0	0.0	0.0	
Gladstone Ave.	Queen St.	Dundas St.	Constructing and Paving Co.	Bernandez	10.35	43	1.077	237°F	60.97	3.64	36.39	39.26	0.0	0.5	1.0	3.0	5.0	29.0	16.0	26.0	6.0	0.0	0.0	2.0	8.0	90.0	0.0	0.0	
Gladstone Ave.	Queen St.	Dundas St.	Constructing and Paving Co.	Bernandez	9.98	66	1.042	196°F	93.85	3.21	2.90	69.49	0.0	1.0	1.0	10.0	11.5	36.5	10.0	15.0	6.0	0.0	0.0	4.0	16.0	74.0	0.0	0.0	
Gladstone Ave.	Queen St.	Dundas St.	Constructing and Paving Co.	Bernandez	10.38	46	1.077	237°F	60.97	3.64	36.39	39.26	0.5	8.0	8.0	9.0	15.0	14.0	15.0	15.5	0.0	4.0	6.0	16.0	74.0	0.0	0.0		
Grace St.	394 E. of College St.	100 ft. further north.	Barber Asphalt Co.	Trinidad Pitch Lake	9.03	40	1.399	237°F	60.97	3.64	36.39	39.26	0.5	8.0	8.0	9.0	15.0	14.0	15.0	15.5	0.0	4.0	6.0	16.0	74.0	0.0	0.0		
Gerrard St.	Queen St.	Elizabeth St.	Constructing and Paving Co.	Bernandez	9.61	46	1.079	207°F	94.70	2.84	2.46	75.90	0.5	8.0	8.0	9.0	15.0	14.0	15.0	15.5	0.0	4.0	6.0	16.0	74.0	0.0	0.0		
Gladstone Ave.	Queen St.	Elizabeth St.	Gosdon Contracting Co.	Trinidad Pitch Lake	11.12	80	1.077	237°F	60.97	3.64	36.39	39.26	0.0	1.0	1.5	5.0	5.0	23.0	27.5	27.5	4.0	0.0	4.0	10.0	22.0	64.0	0.0	0.0	
Hepburn St.	Dovercourt Road.	Havelock St.	Constructing and Paving Co.	Bernandez	10.10	42	1.079	207°F	94.70	2.84	2.46	75.90	0.5	1.0	3.0	10.5	11.5	32.5	15.0	11.0	11.5	0.0	4.0	4.0	8.0	82.0	0.0	0.0	
Huntley St.	Plm Ave.	South Drive	Barber Asphalt Co.	Trinidad Pitch Lake	10.34	46	1.042	196°F	93.85	3.21	2.90	69.49	0.0	1.0	1.5	5.0	5.0	23.0	27.5	27.5	4.0	0.0	4.0	10.0	22.0	64.0	0.0	0.0	
Jervis St.	Queen St.	Wellington Ave.	Barber Asphalt Co.	Trinidad Pitch Lake	10.30	50	1.399	237°F	60.97	3.64	36.39	39.26	0.0	0.5	0.5	5.7	7.0	35.0	10.0	24.5	7.0	0.0	2.0	4.0	14.0	80.0	0.0	0.0	
Jordan St.	Melinda St.	Queen Ave.	Constructing and Paving Co.	Bernandez	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.0	4.0	8.0	82.0	0.0	0.0		
Leonia St.	Elizabeth St.	Tenney St.	Gosdon Contracting Co.	Trinidad Pitch Lake	9.91	61	1.027	198°F	92.02	5.52	2.46	73.74	0.5	4.5	4.5	6.0	11.0	18.0	17.0	15.0	18.5	0.							

ment than in any previous year. This may be accounted for largely by the greater facilities now at hand for executing the work and the larger staff of foremen now in the employ of this Department. In previous years the number of foremen varied from 4 to 5, while this year 7 foremen were employed all the time, averaging about 20 men to a gang or a total of 140 men.

#### MAINTENANCE DEPARTMENT.

The following is a statement of the work carried on by this branch of the Roadway Department during the past year.

##### MACADAM ROADWAYS.

The undermentioned macadam roadways which were constructed as local improvements have been resurfaced at the costs given below. These roadways are now in a very creditable condition. However, there are a number of old macadam roads throughout the City which are in such condition that would not warrant resurfacing; these roads have been repaired from time to time as the occasion demanded.

The cost of the work done on pavements that have been resurfaced is as follows:—

Dufferin Street, Bloor to C. P. R. ....	\$ 1,094 99
Spadina Avenue, King to Front .....	1,024 52
Queen's Park, West Crescent .....	2,279 80
St. Alban's Street, Yonge to Queen's Park .....	638 50
Grosvenor Street, Yonge to Queen's Park .....	791 75
Elm Street, Yonge to Teraulay .....	502 86
Lake Shore Road, G. T. R. to west entrance to High Park.....	1,412 27
Shaw Street, Melville to C. P. R. ....	886 46
	<hr/>
	\$8,631 15

The cost of this resurfacing for the season of 1907 was \$8,631.15, while the expenditure for a like service during 1906 was \$6,804.71.

The undermentioned is a list of those macadam roads which were repaired and patched to keep in a safe state for traffic, but did not warrant resurfacing:

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Mill Street, Cherry Street, Sackville Street, Princess Street, Ontario Street, Berkeley Street, Duke Street, Front Street, Sydenham Street, Blair Avenue, Gerrard Street, Cornwall Street, Wascana Street, Sword Street, Spruce Street, Glen Road, Queen Street east, King Street east, Oak Street, Kingston Road, Riverdale Avenue, First Avenue, Simpson Avenue, Victor Avenue, Langley Avenue, Logan Avenue, DeGrassi Street, Munro Street, Agnes Street, Ann Street, Anderson Street, Albert Street, Armory Street, Avondale Avenue, Balmuto Street, Bay Street, Berti Street, Bismarck Avenue, Bloor Street west, Bond Street, Breadalbane Street, York Street Bridge, Centre Avenue, Chestnut Street, Chapel Street, Collier Street, Cottingham Street, Court Street, Cluny Avenue, Crescent Road, Cumberland Street, Christopher Street, Charles Street, Czar Street, Dalhousie Street, Davenport Road, Edward Street, Elm Street, Elizabeth Street, Emily Street, Esplanade Street, Gloucester Street, Grenville Street, Grosvenor Street, Gould Street, Hayden Street, Irwin Avenue, Isabella Street, Lake Street, Louisa Street, Macpherson Avenue, Maitland Street, Marlboro Avenue, Mutual Street, North Street, Piper Street, Ravine Drive, Park Road, Richmond Street east, Richmond Street west, Shuter Street, St. Alban Street, St. Joseph Street, St. Mary Street, St. Thomas Street, St. Vincent Street, St. Nicholas Street, Shepard Street, Simcoe Street, Surrey Place, Teraulay Street, Temperance Street, Trinity Street, University Avenue, Walton Street, West Market Street, Webster Street, Wellesley Street, Wharf at foot of Bay Street, Wood Street, Yonge Street, York Street, Wells Street, Esther Street, Anderson Street, Harbord Street, Larch Street, Dupont Street, Caer Howell Street, Adelaide Street west, Portland Street, Beverley Street, Wolseley Street, Catherine Street, Balsam Street, Bathurst Street, John Street, Wellington Street west, Strachan Avenue, Montrose Avenue, Claremont Street, Palmerston Avenue, Robinson Street, Hallam Avenue, Peel Street, Brock Avenue, Lansdowne Avenue, Fraser Avenue, Lake Shore Road.

#### GENERAL ROAD REPAIRS.

The different classes of pavements throughout the City, such as stone, brick, cedar block, asphalt, gravel, macadam and unpaved streets, etc., etc., have all received attention, from time to time, to keep them in a fit state for traffic.

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### GRADING.

The following streets were turnpiked and graded :

Shaw Street, Bloor to Hallam.  
Clinton Street, Bloor to Barton.  
Woodbine Avenue, Queen to Lake.  
Kenilworth Avenue, Queen to Lake.  
Kippendavie Avenue, Queen to Lake.  
Poplar Plains Road.  
Van Horne Street, Ossington to Dovercourt.  
Geoffrey, Sorauren to Roncesvalles.  
College Street, Sorauren Avenue to 600 feet west.  
Dale Avenue, Leslie Street to east end.  
Cherry Street, Bridge to Don Rowing Club.  
Eastern Avenue, G. T. R. to Queen Street.  
Oriole Avenue, Heath Street to St. Clair Avenue.  
Grace Street, 1,494 feet north of College Street to 800 feet further north.  
Foxbar Road, Avenue Road to St. Clair Avenue.

### PLANK SIDEWALK EXTENSIONS.

At the request of property owners and others, plank sidewalk extensions and private crossings have been constructed by this Department, for which there has been received and paid to the City Treasurer the sum of \$415.04.

The amount received on miscellaneous accounts and paid to the City Treasurer was \$53.54.

### STREET OPENING PERMITS.

The number of permits issued to builders, excavators and others who were desirous of temporarily removing portions of plank sidewalks was 2, the usual deposit of \$10 being exacted in each case as a guarantee that the sidewalk would be properly restored.



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### STREET NUMBERING.

The large number of new houses which have been erected in the City of Toronto during the current year, together with the renumbering of certain streets, necessitated the placing of 11,960 figures on dwellings, stores, etc. There have also been erected at street intersections throughout the City 909 enamelled street signs.

The amount that Council saw fit to appropriate for this service, viz., \$2,000, was not sufficient to carry out all the renumbering necessary. The following streets have been renumbered during the current year: Glen Road, Binsearth Road, Pelham Place, Mark Street, Mcmillan Street, Macpherson Avenue, Ryerson Avenue, Wellington Street, Pears Avenue, Clarendon Avenue, Balmoral Avenue, Lynwood Avenue.

### PLANK SIDEWALKS.

During the current year only two plank sidewalks were constructed, as follows:

Bathurst Street, e.s., Bridge to 487 feet south.  
Eastern Avenue, s.s., Morley to 400 feet west.

Considering that for the year 1906 there were 13 plank walks constructed, the above statement may be considered as further proof of the continued popularity of concrete walks.

As in 1906, there was no wooden curb constructed.

### WOOD CROSSINGS.

The wood crossings throughout the City have received careful attention to maintain them in a safe state for traffic.

During the season 1907 there were 57 new wood crossings constructed by this Department, as against 118 crossings for the year 1906.

### PERMANENT CROSSINGS.

One hundred and three permanent crossings were constructed by this Department during the past eleven months, as against twenty-one (21)

during the season of 1906. These crossings were built of scoria, stone and brick, and constitute a clean and durable class of crossing.

#### LAKE SHORE ROAD RETAINING WALL.

Owing to the continued encroachment of the waves, which, during the current year washed out a large portion of the Lake Shore Road, it was found necessary to construct a hand laid rubble wall. This wall was laid on a brush mattress and back filled, for a distance of 1,560 feet easterly from the Humber bridge. In addition to this the roadway, which had been worn away to such an extent that two teams could not pass, was built up for a length of about 700 feet, and now has a minimum width of 30 feet. The cost of this work was \$3,000, and the only action of the waves has been to form a sand beach extending from the foot of the breakwater for some distance towards the lake.

#### SNOW CLEANING REPORT.

1906-1907.

Ward No.	Division.	Amount Cleaned.		Cost.
		Miles.	Feet.	
1 .....	1	15	5,242	\$ 253 13
	2	27	4,412	441 36
2 .....	1a	1	2,860	24 44
	1b	2	1,148	35 19
	2	18	2,443	292 62
3 .....	1a	4	687	65 38
	1b	1	3,707	26 97
	2	1	3,706	26 97
	3	9	1,909	148 30
4 .....	1	4	3,571	74 36
	2	5	4,927	94 00
	3	20	4,156	329 36
5 .....	1	7	569	112 66
	2	47	4,240	757 42
	3	28	4,677	457 72
6 .....	1	49	5,007	791 56
	2	44	3,692	708 04
	3	39	4,558	631 74
		332	3,419	5,271 22

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#### SNOW CLEANING—SIDEWALK.

During the winter 1906-7 the snow was removed from 1,752,960 lineal feet of sidewalks, as against 473,102 lineal feet during the winter 1905-6, and 2,273,634 lineal feet during the winter of 1904-5.

The cost of this work, \$5,271 22, was assessed against the properties fronting on the walks cleaned, the rate being 3 mills per foot for each removal. This rate is less by 11-10 mills than the rate for the previous winter.

#### MACADAM ROADWAY (BLOCK D.)

During the current year there was constructed on the west side of Block D south of Lake Street, a macadam roadway at a cost of \$336. This roadway was constructed for the convenience of the City's tenants.

#### HOUSE OF INDUSTRY STONE.

During the winter of 1906-7 the casual inmates of the House of Industry broke 1,586 cubic yards of stone, as against 2,061 cubic yards for a like period during the preceding year.

#### REPAIRS TO CUTS IN PAVEMENTS.

3,377 cuts and 3,000 feet of trenches in permanent pavements were repaired during the year and the cost charged to the various companies and Civic Departments making them. This work is on the increase and takes a large staff to successfully cope with the trouble.

Cuts in macadam and cedar block pavements are just as numerous, but can be handled quite satisfactorily by the Ward Foremen.

#### TRACK ALLOWANCE REPAIRS.

The work of track allowance repairs is now being carried on by the Maintenance Department, and is increasing each year.

In order to successfully cope with the increasing repairs, this Department has been strengthened by the addition of several new foremen, so that at the present time we have a better staff for carrying out neces-

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sary repairs to roadways and sidewalks than ever before. The number of foremen at work during 1907 was 11, employing about 120 men.

Respectfully submitted.

M. A. STEWART,  
*Assistant Engineer.*

TABLE No. 7.  
ASPHALT PAVEMENTS.

Street.	From.	To.	Width Lin. ft.	Length Lin. ft.
Albert .....	Terauley .....	Chestnut .....	34	615
Aberdeen .....	Parliament .....	441 feet west .....	18	441
Adelaide .....	Spadina .....	Bathurst .....	27	2,006
Broadview .....	Gerrard .....	Danforth .....	28	4,317
Barton .....	Bathurst .....	Albany .....	24	271
Bloor .....	Yonge .....	Avenue Rd. ....	23	1,947
Boustead .....	Dundas .....	650 feet west .....	24	650
Brant .....	King .....	Farley .....	24	831
Bloor (resurface) .....	Yonge .....	Sherbourne .....	20	2,661
Berti .....	Queen .....	Richmond .....	22	210
Camden .....	Spadina .....	Brant .....	24	614
Carlaw .....	Queen .....	Gerrard .....	24	2,280
Clara .....	Oak .....	Orford .....	10-18	226
Christie .....	Bloor .....	C. P. R. tracks .....	24	3,257
Czar (resurface) .....	Yonge .....	North .....	17 $\frac{2}{3}$	666
Dale .....	McKenzie .....	Castle Frank .....	21	605
Dupont .....	Bathurst .....	Kendal, W.S. ....	22 $\frac{1}{2}$	1,212
Delaware .....	Shanly S.S. ....	Hallam .....	24	1,096
Dupont .....	Walmey .....	Kendal, W.S. ....	22 $\frac{1}{2}$	306
Esther .....	Queen .....	St. Patrick .....	22-24	1,450
Elliott .....	Broadview .....	Bolton .....	24	817
Farley .....	Spadina .....	Bathurst .....	24	1,991
Gladstone .....	Dundas .....	College .....	24	1,170
Gerrard .....	Broadview .....	Logan .....	26	1,993
Gould .....	Yonge .....	Victoria .....	42	275
Gerrard .....	Parliament .....	Sherbourne .....	30	1,265
Grace .....	994 ft. N. of College	500 ft. further north	21	505
Gerrard .....	Yonge .....	Elizabeth .....	21	1,108
Gladstone .....	Queen .....	Dundas .....	24	2,605
Gordon .....	Dufferin .....	Sheridan .....	24	471
Hepbourne .....	Dovercourt .....	Havelock .....	24	708
Huntley .....	Elm .....	South Drive .....	24	647
Halton .....	Dundas .....	Shaw .....	24	612
Jarvis .....	Front .....	Queen .....	40-44	1,182
Laxton .....	Dowling .....	Jameson .....	20	670
Louisa .....	Elizabeth .....	Terauley .....	30	332
Louisa .....	Chestnut .....	Elizabeth .....	24	156
Melinda (resurface) .....	Yonge .....	Bay .....	38 $\frac{1}{2}$	587
Mutual .....	Gerrard .....	Carlton .....	21	699
McGill .....	Yonge .....	Mutual .....	24	1,290



TABLE No. 7.  
ASPHALT PAVEMENTS.

Pavement Sq. yds.	Curb.			Completed.	Contractor.
	Width Lin. in.	Length Lin. ft.	Class.		
2,697	6	1,974	Concrete	Oct. 22, 1907	Barber Asphalt Pav. Co.
882				Carried over to 1908.	Constructing & Pav. Co.
6,394	6	2,329	Concrete	Nov. 16, 1907	Barber Asphalt Pav. Co.
13,926	6	8,605	"	Nov. 24, 1907	Constructing & Pav. Co. (Warren Bit. Paving Co.)
725				Sept. 19, 1907	Godson Contracting Co.
5,173				Sept. 21, 1907	Barber Asphalt Pav. Co.
1,798				Oct. 10, 1907	Godson Contracting Co.
2,351				Nov. 29, 1907	" "
5,993				Nov. 22, 1907	Barber Asphalt Pav. Co.
513				Nov. 19, 1907	Day labor, Order of Council.
1,630	6	1,218	Concrete	June 1, 1907	Godson Contracting Co.
6,341	6	4,598	"	Sept. 10, 1907	" "
453	6	35	"	Sept. 17, 1907	Constructing & Pav. Co.
9,171	6	1,161	"	Aug. 14, 1907	Barber Asphalt Pav. Co.
1,459				Aug. 20, 1907	Godson Contracting Co.
1,481	6	1,209	Concrete	Oct. 2, 1907	Constructing & Pav. Co.
3,099	6	368	"	Oct. 12, 1907	Barber Asphalt Pav. Co.
2,971	6	2,165	"	Oct. 17, 1907	Godson Contracting Co.
744				Oct. 18, 1907	" "
3,902	6	582	Concrete	Oct. 18, 1907	Barber Asphalt Pav. Co.
2,179	6	1,632	"	Oct. 24, 1907	" "
6,026	6	150	"	May 30, 1907	Godson Contracting Co.
3,181				May 22, 1907	" "
5,891	6	3,975	Concrete	July 4, 1907	Barber Asphalt Pav. Co.
1,312	6	428	"	July 21, 1907	" "
4,427				Sept. 18, 1907	Godson Contracting Co.
1,177	6	290	Concrete	Aug. 28, 1907	Barber Asphalt Pav. Co.
2,752				Oct. 1, 1907	Constructing & Pav. Co.
7,279				Oct. 16, 1907	" "
1,256				Oct. 7, 1907	" "
1,929	6	84	Concrete	June 22, 1907	" "
1,878				Sept. 24, 1907	" "
1,704	6	14	Concrete	Nov. 30, 1907	Godson Contracting Co.
5,891	6	44	"	Carried over to 1908.	Barber Asphalt Pav. Co.
1,494	6	44	"	Sept. 14, 1907	" "
1,083				Nov. 7, 1907	Constructing & Pav. Co.
417	6	312		Oct. 30, 1907	" "
2,471				June 28, 1907	Godson Contracting Co.
1,594	6	30	Concrete	July 17, 1907	Barber Asphalt Pav. Co.
3,436	6	11	"	July 25, 1907	" "

ASPHALT PAVEMENTS—*Continued.*

Street.	From.	To	Width Lin. ft.	Length Lin. ft.
McMurrich .....	Davenport .....	Belmont .....	24	830
Maude .....	Adelaide .....	Farley .....	24	417
Manning .....	Queen .....	Robinson .....	21	525
Melville .....	Christie .....	Miles Place .....	21	714
Marion .....	Macdonnell .....	Lansdowne .....	20	276
Macdonnell .....	Queen .....	North End .....	20	2,827
Mutual .....	Gould .....	Gerrard .....	24	571
Ontario .....	Queen .....	Wilton .....	24	1,383
Olive .....	Bathurst .....	Palmerston .....	24	598
Portland .....	Front .....	King .....	24	1,074
Peter .....	King .....	Queen .....	24	1,120
Parliament .....	King .....	Queen .....	24	1,032
Pape .....	Gerrard .....	Danforth .....	24	4,034
Palmerston .....	Bloor .....	Seaton Square .....	24	667
Palmerston .....	Barton .....	Follis N. S. ....	24	566
Perth .....	Bloor .....	Royce .....	24	3,146
Queen .....	Gwynne .....	Roncesvalles .....	28	4,335
Richmond .....	York .....	Simcoe .....	33	632
Ryerson .....	Queen .....	Wolseley .....	13½	253
Roncesvalles .....	Queen .....	Dundas .....	26½	4,944
Salisbury .....	Sackville .....	463½ ft. East .....	21	464
Salem .....	Dovercourt Pk .....	Bloor .....	24	1,480
Simpson .....	Howland .....	Logan .....	24	450
Seaton Square .....	South, West and .....	North Branches .....	24	772
Shanly .....	Delaware .....	Salem .....	24	807
Symington .....	Royce .....	Bloor .....	24	3,144
Toronto (resurface) ..	64 ft. 7 in. N. of King	Adeleide .....	43-44	350
Tacoma .....	Shaftesbury .....	North End .....	18	181
Ulster .....	Bathurst .....	Manning .....	24	1,078
Victoria .....	Queen .....	Gerrard .....	30	2,409
Wilton .....	Parliament .....	River .....	24	2,113
Widmer .....	King .....	Adelaide .....	24	420
Wood .....	Yonge .....	Church .....	24	938
Yarmouth Rd .....	Miles Place .....	Christie .....	21	671
Yarmouth Rd .....	Christie .....	Manning .....	21	604
Yarmouth Rd .....	Shaw .....	Miles Place .....	21	653
				91,222

ASPHALT PAVEMENTS—*Continued.*

Pavement Sq. yds.	Curb.			Completed.	Contractor.
	Width Lin. in.	Length Lin. ft.	Class.		
2,396				Sept. 20, 1907	Constructing & Pav. Co.
1,172	6	840	Concrete	Oct. 11, 1907	" "
1,233	6	1,056	"	July 25, 1907	Barber Asphalt Pav. Co.
1,665	6	1,413	"	Oct. 5, 1907	Constructing & Pav. Co.
615				Sept. 7, 1907	" "
6,658				Oct. 8, 1907	Godson Contracting Co.
1,520				Nov. 13, 1907	Barber Asphalt Pav. Co.
3,736	6	951	Concrete	Nov. 18, 1907	Godson Contracting Co.
1,686	6	1,239	"	Aug. 16, 1907	Constructing & Pav. Co.
3,091				June 12, 1907	Godson Contracting Co.
3,173	6	18	Concrete	June 8, 1907	" "
2,899				June 26, 1907	Barber Asphalt Pav. Co.
13,174	6	8,042	Concrete	July 17, 1907	" "
2,234	6	190	"	Aug. 15, 1907	Constructing & Pav. Co.
1,640	6	1,152	"	Oct. 15, 1907	Godson Contracting Co.
9,086				Dec. 7, 1907	Constructing & Pav. Co.
4,031	6	320	Concrete	Sept. 14, 1907	" "
2,317	6	1,264	"	Oct. 22, 1907	" "
378	6	506	"	Dec. 2, 1907	Day labor.
14,643	6	9,677	"	Carried over to 1908.	Warren Bit. Paving Co.
1,088	6	928	"	Sept. 16, 1907	Constructing & Pav. Co.
4,191	6	2,778	"	Aug. 23, 1907	Barber Asphalt Pav. Co.
1,210				Sept. 18, 1907	Constructing & Pav. Co.
2,446	6	1,285		Nov. 1, 1907	Day labor.
2,094	6	1,610	Concrete	Oct. 30, 1907	Godson Contracting Co.
8,769	6	98	"	Dec. 12, 1907	Constructing & Pav. Co.
1,725	6	36	"	Sept. 4, 1907	Godson Contracting Co.
362	6	362	"	Sept. 18, 1907	Constructing & Pav. Co.
2,996				Aug. 9, 1907	" "
8,307				June 21, 1907	Barber Asphalt Pav. Co.
6,180	6	174	Concrete	July 13, 1907	Godson Contracting Co.
1,190	6	941	"	Aug. 29, 1907	Barber Asphalt Pav. Co.
2,500				Nov. 20, 1907	Godson Contracting Co.
1,564	6	1,338	Concrete	Sept. 23, 1907	" "
1,520	6	1,232	"	Sept. 21, 1907	" "
1,521	6	1,306	"	Sept. 17, 1907	Barber Asphalt Pav. Co.
263,090		69,114			

## ASPHALT BLOCK.

Street.	From.	To.	Width Lin. ft.	Length Lin. ft.
Albert.....	James .....	Teranley.....	34	330
Millstone Lane.....	317 ft. East of York	123 ft. further east.	17½	123
Strachan.....	G. T. R.....	612 ft. south .....	30	596
Simcoe.....	King .....	Wellington .....	34	435
				1,484

## BRICK.

Atkins .....	303 ft. e. of Brock..	Sheridan.....	18	148
Burnfield .....	Shaw .....	Ossington .....	21	597
Davies .....	Queen .....	Matilda .....	21	621
Esther .....	Queen .....	Farley .....	30	211
Kintyre .....	Broadview .....	Munro .....	18	419
Royce .....	Lansdowne.....	Tracks .....	24	2,854
Soho .....	Dundas .....	Tracks .....	24	258
Windsor .....	Front .....	Wellington.....	21	428
				5,536

## VITRIFIED BLOCK.

Anderson .....	McCaul .....	University .....	16	616
Berkeley .....	King .....	Esplanade .....	42	694
Bruce.....	Shaw .....	Dundas .....	13	570
Catherine .....	Spadina .....	400 ft. E.....	28	435
Don Esplanade, E....	250 ft. n. of Matilda	162 ft. further N..	28	162
Don Esplanade, E....	Queen .....	250 ft. n. of Matilda	28	932
Don Esplanade, W....	Queen .....	Mark .....	28	1,157
Front .....	Sherbourne .....	Trinity .....	36	1,929
George .....	King .....	Front .....	31	274
King Street Subway.	.....	.....	28-36	1,113
La. 1st. w. of Yonge	Wellington.....	183 ft. N.....	10-11	183
Lake .....	Yonge .....	York St. Bridge....	28½	1,079
Peter.....	Front .....	Wellington.....	24	427
				9,571

## ASPHALT BLOCK.

Pavement Sq. yds.	Curb.			Completed.	Contractor.
	Width Lin. in.	Length Lin. ft.	Class.		
1,247	.....	.....	.....	Aug. 14, 1907	Day labor.
239	6	246	Concrete	Nov. 15, 1907	"
1,964	6	590	"	Oct. 26, 1907	"
1,647	6	872	"	Nov. 15, 1907	"
5,097		1,708			

## BRICK.

303	6	36	Concrete	May 11, 1907	Day labor.
1,393	.....	.....	.....	Oct. 4, 1907	"
1,495	6	1,243	Concrete	Oct. 5, 1907	"
703	.....	.....	.....	July 24, 1907	"
881	.....	.....	.....	July 13, 1907	"
8,352	6	5,820	Concrete	Apr. 22, 1907	"
685	6	516	"	Apr. 30, 1907	"
999	6	855	"	May 27, 1907	"
14,811		8,470			

## VITRIFIED BLOCK.

1,095	.....	.....	.....	Sept. 20, 1907	Day labor.
3,226	.....	.....	.....	June 25, 1907	J. Maguire.
828	6	1,179	Concrete	June 12, 1907	Constructing & Pav. Co.
1,273	6	728	"	Sept. 3, 1907	E. C. Lewis.
506	6	325	"	Aug. 21, 1907	Day labor.
2,896	6	1,864	"	Aug. 21, 1907	"
3,602	6	2,299	"	Car. ov. to '08	"
7,920	6	3,836	"	Sept. 21, 1907	Godson Contracting Co.
919	.....	.....	.....	Aug. 31, 1907	Day labor.
4,072	.....	.....	.....	July 22, 1907	"
213	.....	.....	.....	May 29, 1907	"
3,922	6	2,223	Concrete	Dec. 20, 1907	Godson Contracting Co.
1,134	.....	.....	.....	Sept. 14, 1907	Day labor.
31,606		12,454			



## BITULITHIC.

Street.	From.	To.	Width Lin. ft.	Length Lin. ft.
Alcorn	Avenue Rd.	East end	24	442
Blong	Pape	East end	24	316
Balmoral	Avenue Rd.	Poplar Plains Rd.	24	596
Balmoral	Avenue Rd.	East City limits	24	630
Collier	Yonge	Park Rd., E.S.	18	717
Clarendon	Avenue Rd.	Poplar Plains Rd.	24	594
Chestnut	Queen	Christopher, N.S.	24	2,753
Clinton	College	Mansfield	24	580
Concord	712 ft. n. of North- umberland.	Hallam	24	1,104
Carr	Esther	Ryerson	24	533
Castle Frank	Hawthorne	Dale	24	919
Dupont	Bathurst	Christie	23	1,853
Dagmar	Pape	175 ft. e. of Brook- lyn.	24	686
Earl (re-surface)	Sherbourne	Huntley, W.S.	17 $\frac{3}{4}$	655
Grant	Kintyre	North end	18	173
Gwynne	King	Queen	24	1,178
Garnet	Shaw	Christie	21	1,317
Huron	Sullivan	Grange, N.S.	24	367
Henderson	Clinton	Grace	24	397
Linden (re-surface)	Sherbourne	Huntley	19 $\frac{3}{4}$	585
Mutual	Queen	Wilton	24	1,205
Melville	Shaw	616 feet east	21	616
Mansfield	Manning	Clinton	24	293
Oaklands	Cottingham	415 feet north	24	415
Poplar Plains	Edmund	St. Clair	20	1,559
St. Patrick	Bathurst	43 $\frac{1}{2}$ ft. e. of Casimir	24	540
Shaftesbury	Yonge	E.S. of Ottawa	24	933
Warren Road	Schiller	St. Clair	24	1,005
				22,961

## MACADAM.

Denison (Recon.)	Queen	Bellevue	24	1,795
Dupont	Christie	700 feet west	38	700
Elm	Nanton Cres.	Hawthorne	24	345
Hogarth	Broadview	Logan	24	2,062
Park Road (Recon.)	Collier	South Drive	24	1,711
Rosedale Road	Park Road	Rosedale Road, run- ning n.	21	960
				7,573

## BITULITHIC.

Pavement Sq. yds.	Curb.			Completed.	Contractor.
	Width Lin. in.	Length Lin. ft.	Class.		
1,202	.....	.....	.....	Nov. 30, 1907	Warren Bit. Paving Co.
891	6	107	Concrete	June 12, 1907	" "
1,590	.....	.....	.....	July 24, 1907	" "
1,680	.....	.....	.....	July 22, 1907	" "
1,643	6	1,256	Concrete	June 8, 1907	" "
1,584	.....	.....	.....	July 19, 1907	" "
8,114	6	55	Concrete	Aug. 13, 1907	" "
1,759	6	184	"	Sept. 3, 1907	" "
2,946	6	2,210	"	Sept. 18, 1907	" "
1,443	.....	.....	.....	Aug. 26, 1907	" "
2,650	6	1,813	Concrete	Nov. 16, 1907	" "
5,056	6	3,716	"	May 27, 1907	" "
1,913	6	464	"	June 12, 1907	" "
1,310	.....	.....	.....	Aug. 28, 1907	" "
347	.....	.....	.....	June 5, 1907	" "
3,267	.....	.....	.....	Oct. 8, 1907	" "
3,084	6	2,642	Concrete	July 17, 1907	" "
1,103	.....	.....	.....	Dec. 10, 1907	" "
1,056	6	788	Concrete	Sept. 4, 1907	" "
1,283	.....	.....	.....	Aug. 31, 1907	" "
3,413	.....	.....	.....	May 18, 1907	" "
1,439	6	1,234	Concrete	June 28, 1907	" "
844	6	146	"	Oct. 14, 1907	" "
1,095	6	803	"	Sept. 25, 1907	" "
3,755	6	3,124	"	Oct. 2, 1907	" "
1,613	6	555	"	Sept. 5, 1907	" "
2,594	6	1,901	"	July 29, 1907	" "
2,803	6	2,030	"	Oct. 17, 1907	" "
61,477	.....	23,028	.....	.....	.....

## MACADAM.

5,016	6	38	Concrete	May 17, 1907	Day labor,
2,958	6	1,400	"	July 10, 1907	" "
947	6	699	"	Sept. 11, 1907	" "
5,672	6	3,286	"	Dec. 14, 1907	" "
4,936	6	3,387	"	May 17, 1907	Constructing and Pav. Co.
3,083	6	2,079	"	Sept. 26, 1907	Day labor.
22,612	.....	10,889	.....	.....	.....

## TAR MACADAM.

Street.	From.	To.	Width Lin. ft.	Length Lin. ft.
Bartlett .....	Bloor .....	North City Limits ..	24	3,399
Grace .....	494 ft. n. of College.	500 ft. further north.	21	500
				3,899

## CEDAR BLOCK ON SAND.

Pendrith .....	Christie. ....	508 feet west .....	24	474
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## TREATED WOOD BLOCK.

Court .....	Toronto .....	Church .....	24	359
Nelson .....	Simcoe .....	John .....	24	943
Simcoe .....	Front .....	Station, S.S. ....	32 $\frac{1}{2}$	202
Wellington .....	Bay .....	Yonge .....	42	590
				2,094

## CONCRETE PAVEMENTS.

Glasgow .....	280 ft. n. of Cecil .	101 ft. further north	33	101
Lane 1st e. of Victoria	Shuter .....	100 ft. north .....	13 $\frac{1}{2}$	112
Lane 1st e. of Yonge .	155 ft. n. of Shuter.	Wilton. ....	15	418
Lane 1st s. of Queen .	Bathurst .....	Tecumseth .....	12	627
Lane 1st s. of Queen .	John .....	Peter .....	9	643
Ramsay's Lane ....	Ontario .....	Poulett .....	13-15	466
				2,367

## VITRIFIED BLOCK TRACK ALLOWANCE.

Lake .....	Yonge .....	York Street Bridge.	15 5	1,100
Roncesvalles .....	Queen .....	Dundas .....	15 5	4,944
				6,044

## TAR MACADAM.

Pavement Sq. yds	Curb.			Completed.	Contractor.
	Width Lin. in.	Length Lin. ft.	Class.		
9,257	6	6,732	Concrete	June 14, 1907	Constructing and Pav. Co.
1,170	.....	.....	.....	June 21, 1907	" " "
10,427		6,732			

## CEDAR BLOCK ON SAND.

1,264	6	948	Concrete	Aug. 21, 1907	Day labor.
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## TREATED WOOD BLOCK.

957	.....	.....	.....	Nov. 13, 1907	Day labor.
2,582	6	189	Concrete	July 17, 1907	Carbolite Carbolineum Co.
959	.....	.....	.....	July 26, 1907	" "
2,822	.....	.....	.....	Oct. 4, 1907	Day labor.
7,320		189			

## CONCRETE PAVEMENTS.

343	.....	.....	.....	June 29, 1907	Day labor.
172	6	122	Concrete	June 22, 1907	Grant Contracting Co.
827	6	424	"	Aug. 24, 1907	" "
1,087	6	73	"	Oct. 26, 1907	Crescent Con. Pav. Co.
805	6	77	"	Oct. 30, 1907	" "
695	6	613	"	Nov. 18, 1907	Grant Contracting Co.
3,929		1,309			

## VITRIFIED BLOCK TRACK ALLOWANCE.

1,895	.....	.....	.....	Dec. 20, 1907	Godson Contracting Co.
8,515	.....	.....	.....	Carried over	E. C. Lewis.
10,410				to 1908.	

## GRANITE BLOCK.

Street.	From.	To.	Width Lin. ft.	Length Lin. ft.
Lane 1st e. of Simcoe.	Wellington.....	305 ft. south .....	12-18	305

## TRACK ALLOWANCE RECONSTRUCTION.

Bloor ..	Church .....	Sherbourne. ....	16 5	1,662
College .....	Grace .....	Givens.....	16 5	1,600
Gerrard.....	Bridge .....	Munro.....	16 5	328
Gerrard .....	Bridge .....	200 ft. west .....	16 5	200
King .....	Spadina .....	Sherbourne .....	16 5	6,973
Queen .....	Don .....	Broadview ..	16 5	1,117
Queen .....	Spadina .....	Bathurst.....	16 5	1,993
Queen .....	Yonge .....	Spadina .....	3 5	4,556
Queen .....	Morley .....	Eastern .....	16 5	1,703
Queen .....	Kingston Rd .....	Woodbine .....	16 5	1,887
Queen .....	Pape .....	G. T. R. ....	3 5	2,165
Yonge .....	Bloor .....	C. P. R. ....	16 5	3,962
				28,146

## GRADING.

Foxbar Rd. ....	Avenue Rd... ..	St. Clair .....	40	1,285
Grace .....	1,494 ft. n. of College	800 ft. further north	32	800
				2,085



## GRANITE BLOCK.

Pavement Sq. yds.	Curb.			Completed.	Contractor.
	Width Lin. in.	Length Lin. ft.	Class.		
505	6	583	Concrete	June 1, 1907	Day labor.

## TRACK ALLOWANCE RECONSTRUCTION.

3,047	.....	.....	.....	.....	Day labor.
2,933	.....	.....	.....	.....	"
601	.....	.....	.....	.....	"
367	.....	.....	.....	.....	"
12,784	.....	.....	.....	.....	"
2,048	.....	.....	.....	.....	"
3,654	.....	.....	.....	.....	"
1,772	.....	.....	.....	.....	"
3,122	.....	.....	.....	.....	"
3,459	.....	.....	.....	.....	"
842	.....	.....	.....	.....	"
7,264	.....	.....	.....	.....	"
41,893	.....	.....	.....	.....	

## GRADING.

Cu. yds. Cut.	Cu. yds. Fill.				
2,700	4,400	.....	.....	.....	Excelsior Con. & Pav. Co.
3,000	1,400	.....	.....	Oct. 10, 1907	Day labor.
5,700	5,800				

## INTERSECTIONS.

Intersection.	Class of Pavement.		
King and Spadina .....	Granite setts .....		
King and Yonge .....	Treated wood blocks .....		
King and Church .....	" .....		
King and George .....	Scoria blocks .....		
King and Frederick .....	" .....		
King and Sherbourne .....	Granite setts .....		
Queen and York .....	Scoria blocks .....		
Queen and Kingston Rd .....	Granite setts .....		
Queen and Woodbine .....	Vitrified blocks .....		
Yonge and Price .....	Scoria blocks .....		
Yonge and Bloor .....	" .....		

## CONCRETE CURBS.

Street.	From.	To.	Side.
Albert .....	James .....	Terauley .....	North .....
Ann .....	Yonge .....	Mutual .....	South .....
Berti .....	Queen .....	Richmond .....	East .....
Burnfield .....	Shaw .....	Ossington .....	North .....
Brant .....	King .....	Farley .....	West .....
Balmoral .....	Avenue Road .....	Poplar Plains .....	North .....
Court .....	Toronto .....	1st lane east .....	North .....
Chestnut .....	Queen .....	Elm .....	West .....
Chestnut .....	Queen .....	Christopher .....	East .....
Carr .....	Esther .....	Ryerson .....	South .....
Dupont .....	Kendall .....	Albany .....	North .....
Gladstone .....	Dundas .....	Argyle .....	East .....
Gladstone .....	Dundas .....	Queen .....	West .....
George .....	Front .....	King .....	West .....
Gladstone .....	Dundas .....	374 feet north .....	East .....
Gladstone .....	Dundas .....	College .....	West .....
Gerrard .....	Yonge .....	Terauley .....	South .....
Gerrard .....	Ontario .....	Seaton .....	North .....
Gerrard .....	Ontario .....	Seaton .....	South .....
Huntley .....	Bridge .....	South Drive .....	East .....
Huntley .....	Elm .....	South Drive .....	West .....
Kintyre .....	Broadview .....	Munro .....	North .....

## INTERSECTIONS.

Pavement Sq. yds.				Contractor.
927	.....	.....	.....	Day labor.
430	.....	.....	.....	"
433	.....	.....	.....	"
165	.....	.....	.....	"
200	.....	.....	.....	"
417	.....	.....	.....	"
250	.....	.....	.....	"
200	.....	.....	.....	"
218	.....	.....	.....	"
310	.....	.....	.....	"
414	.....	.....	.....	"
3,964				

## CONCRETE CURBS.

Width.	Length.	Completed.	Contractor.
lin. inches.	lin. feet.		
6	329.0	Aug. 14, 1907	Day labor.
6	1,325.0	May 13, 1907	Queen City Concrete Paving Co.
6	208.5	Nov. 18, 1907	Day labor. Order of Council.
6	602.1	Oct. 4, 1907	Day labor.
6	840.0	Nov. 20, 1907	Godson Contracting Co.
6	597.0	July 6, 1907	Warren Bituminous Paving Co.
6	106.0	Nov. 13, 1907	Day labor.
6	1,969.7	Aug. 3, 1907	Warren Bituminous Paving Co.
6	2,607.9	Aug. 3, 1907	Warren Bituminous Paving Co.
6	440.2	Aug. 7, 1907	Warren Bituminous Paving Co.
6	1,002.0	Oct. 12, 1907	Barber Asphalt Paving Co.
6	1,632.5	Oct. 16, 1907	Constructing and Paving Co.
6	2,568.6	Oct. 16, 1907	Constructing and Paving Co.
6	305.9	Aug. 31, 1907	Queen City Concrete Paving Co.
6	319.4	April 27, 1907	Godson Contracting Co.
6	1,168.0	April 30, 1907	Godson Contracting Co.
6	703.8	Aug. 15, 1907	Constructing and Paving Co.
6	209.0	Sept. 4, 1907	Godson Contracting Co.
6	251.8	Sept. 4, 1907	Godson Contracting Co.
6	988.0	Sept. 24, 1907	Constructing and Paving Co.
6	612.6	Sept. 24, 1907	Constructing and Paving Co.
6	416.5	July 13, 1907	Day labor.

CONCRETE CURBS—*Continued.*

Street.	From.	To.	Side.
McGill ..	Church ..	Mutual ..	North ..
McGill ..	Yonge ..	197 feet east ..	South ..
Perth ..	Wallace ..	Royce ..	East ..
Perth ..	Bloor ..	Earnest ..	West ..
Poucher ..	Smith ..	South End ..	East ..
Poucher ..	Smith ..	South End ..	West ..
Portland ..	Front ..	King ..	West ..
Peter ..	Front ..	Wellington ..	West ..
Peter ..	King ..	Queen ..	East ..
Queen ..	25 feet w. of Close ..	King ..	South ..
Queen ..	Dunn ..	Close ..	South ..
Queen ..	Sorauren ..	Roncesvalles ..	North ..
Symington ..	Wallace ..	Royce ..	West ..
Symington ..	Bloor ..	Royce ..	East ..
Victoria ..	Gould ..	317 feet south ..	West ..
Victoria ..	Gerrard ..	Gould ..	East ..
Wilton ..	Parliament ..	176 feet east ..	North ..
Wilton ..	Parliament ..	Sumach ..	South ..
Wellington ..	Bay ..	Yonge ..	South ..
Wellington ..	Bay ..	Yonge ..	North ..

Summary : Length in feet .....

" miles .....

Number of works .....

## PRIVATE CONCRETE SIDEWALKS.

No.	Street.	From.	To.	Side.	Width.
					Ft. in.
1	Alcorn ..	Avenue Rd. ....	Oaklands. ....	North ..	5
2	Arthur ..	Bathurst ..	120 ft. west ..	North ..	6
3	Albert ..	Yonge ..	165½ ft. west ..	South ..	15
4	Albert ..	Opp. Purdy & Mansell Co. ....		South ..	15
5	Bedford ..	Opp. No. 42 ..		West ..	5
6	Bloor ..	S. W. cor. of Lansdowne ..		South ..	5
7	Bloor ..	Opp. Nos. 926 and 928 ..		North ..	11½
8	Bishop ..	Opp. Nos. 28, 34 ..		North ..	4
9	Bloor ..	N. E. cor. of Yonge ..		North ..	11.4-15.4
10	Bruce ..	Shaw ..	120.7 ft. west ..	North ..	3
11	Bloor ..	Opp. Nos. 1285, 1287 ..		South ..	12
12	Bloor ..	Opp. Nos. 1271 and 1273 ..		South ..	12
13	Broadview ..	Gerrard ..	129 ft. north ..	East ..	6

CONCRETE CURBS—*Continued.*

Width.	Length.	Completed.	Contractor.
lin. inches.	lin. feet.		
6	360.0	Aug. 21, 1907.....	Barber Asphalt Paving Co.
6	275.0	Aug. 21, 1907.....	Barber Asphalt Paving Co.
6	1,684.5	Nov. 30, 1907.....	Constructing and Paving Co.
6	967.7	Nov. 13, 1907.....	Constructing and Paving Co.
5	517.0	Sept. 23, 1907.....	Queen City Concrete Paving Co.
5	518.0	Sept. 23, 1907.....	Queen City Concrete Paving Co.
6	1,054.6	May 30, 1907.....	Godson Contracting Co.
6	428.1	Sept. 14, 1907.....	Day labor.
6	1,107.4	June 8, 1907.....	Godson Contracting Co.
6	2,503.0	Sept. 6, 1907.....	Constructing and Paving Co.
6	361.0	Sept. 6, 1907.....	Constructing and Paving Co.
6	1,369.4	Sept. 6, 1907.....	Constructing and Paving Co.
6	1,654.0	Nov. 15, 1907.....	Constructing and Paving Co.
6	3,159.0	Nov. 15, 1907.....	Constructing and Paving Co.
6	184.0	May 30, 1907.....	Barber Asphalt Paving Co.
6	571.5	May 30, 1907.....	Barber Asphalt Paving Co.
6	83.3	July 13, 1907.....	Godson Contracting Co.
6	1,556.0	July 13, 1907.....	Godson Contracting Co.
6	592.3	Oct. 4, 1907.....	Day labor.
6	577.8	Oct. 4, 1907.....	Day labor.
.....	38,757.1		
.....	7.340		
42			

## PRIVATE CONCRETE SIDEWALKS.

Length.	Curb.		Completed.	Contractor.
	Class.	Length.		
Feet.		Feet.		
414.2	Concrete..	419.2	.....	Private.
120.0	" ..	120.0	.....	"
177.2	.....	.....	.....	"
21.0	.....	.....	.....	"
51.3	.....	.....	.....	"
187.6	.....	.....	.....	"
40.0	.....	.....	.....	"
100.0	.....	.....	.....	"
191.0	.....	.....	.....	"
116.9	.....	.....	.....	"
36.8	Concrete..	36.8	.....	"
30.0	" ..	30.0	.....	"
129.1	.....	.....	.....	"



## PRIVATE CONCRETE SIDEWALKS—Continued.

No.	Street.	From.	To	Side.	Width.
					Ft. in.
14	Bloor .....	Delaware .....	147 ft. east .....	North ..	11 $\frac{1}{4}$
15	Bellfair .....	Queen .....	199.2 ft. north .....	West ...	4 5
16	Broadview .....	Simpson .....	145 ft. north .....	East ....	6
17	Bloor .....	S. W. cor. of Markham .....	.....	South ..	9 $\frac{1}{4}$
18	Beaconsfield .....	Queen .....	99 $\frac{1}{2}$ ft. north .....	East ....	5
19	Bay .....	Wellington .....	61.4 ft. south .....	East ....	11
20	Broadview .....	Opp. No. 661 on east side .....	.....	West ...	6
21	Bloor .....	St. Clarens .....	24 $\frac{1}{2}$ ft. west .....	South ..	13 5
22	Berti .....	Richmond .....	103.5 ft. north .....	West ...	8
23	College .....	Opp. No. 219 .....	.....	South ...	5
24	Carrol .....	Queen .....	102.8 ft. north .....	East ....	5
25	College .....	Grace .....	Point east .....	South ...	6
26	Catherine .....	Spadina .....	Point east .....	South ...	5
27	Castle Frank .....	S. E. cor. of Hawthorne .....	.....	South ...	5
28	Chelsea .....	Dundas .....	44 ft. west .....	North ...	5
29	Dundas .....	Opp. Sharpless Separator Co. ....	.....	East ....	6
30	Dundas .....	Opp. Nos. 877, 883 .....	.....	East ....	16
31	Duncan .....	Adelaide .....	83.6 ft. north .....	West ...	8 3
32	Dalhousie .....	Opp. No. 119 .....	.....	East ....	11
33	Elizabeth .....	Elm .....	80 ft. north .....	West ...	6
34	Gordon .....	S. E. cor. of Sheridan .....	.....	South ...	22 $\frac{1}{2}$ —15 $\frac{1}{4}$
35	Huxley .....	Opp. lots Nos. 1, 5 .....	.....	South ...	5
36	King .....	Yonge .....	26.4 ft. east .....	South ...	12
37	King .....	Massey .....	Subway .....	South ...	6
38	Lane 1st e. of Victoria .....	Queen .....	100 ft. north .....	West ...	3 $\frac{1}{4}$
39	Maple .....	Opp. No. 29 .....	.....	South ...	5
40	Mark .....	Defries .....	111 $\frac{1}{2}$ ft. west .....	South ...	5
41	Morrison .....	207 ft. s. of Adelaide .....	232.4 ft. south .....	East ....	4
42	Moutray .....	Sheridan .....	132 ft. west .....	South ...	4 5
43	Parliament .....	Winchester .....	82 $\frac{1}{2}$ ft. south .....	East ....	11
44	Power .....	Opp. House of Providence .....	.....	East ....	6
45	Pearl .....	Opp. Royal Alexandra .....	.....	South ...	7 8
46	Queen .....	Opp. No. 1193 .....	.....	South ...	10
47	Queen .....	Crawford .....	134.7 ft. west .....	South ...	11 5
48	Queen's Park .....	Opposite Biological Building .....	.....	West ...	4 6
49	Richmond .....	Opp. Gaiety Theatre .....	.....	North ...	13 9
50	St. Patrick .....	Queen .....	120.6 ft. north .....	West ...	6
51	Simcoe .....	Queen .....	101.5 ft. south .....	West ...	13 1
52	Scarth Rd. ....	Opp. No. 90 .....	.....	West ...	4
53	Sheridan .....	Moutray .....	44 $\frac{1}{2}$ ft. south .....	West ...	4 5
54	Trinity Sq. ....	Around Trinity Church .....	.....	.....	5
55	Terauley .....	Opp. Synagogue .....	.....	East ....	17
56	Temperance .....	Bay .....	West end .....	North ...	4
57	Temperance .....	Opp. Book Room .....	.....	North ...	9 8

PRIVATE CONCRETE SIDEWALKS—*Continued.*

Length.	Curb.		Completed.	Contractor.
	Class.	Length.		
Feet.		Feet.		
167.0				Private.
202.7	Concrete..	202.7		"
164.1				"
46.6				"
94.0	Concrete..	94.0		"
72.9	"	72.9		"
51.4				"
41.4	Concrete..	24.5		"
103.5	"	103.5		"
53.8				"
102.8				"
49.5				"
245.5				"
84.5	Concrete..	51.0		"
56.0				"
142.8				"
75.7				"
83.6	Concrete..	83.6		"
40.4	"	40.4		"
95.4				"
46.5				"
121.8	Concrete..	121.8		"
37.4				"
1323.8				"
100.0				"
55.4				"
126.5	Concrete..	130.5		"
25.4				"
132.0	Concrete..	132.0		"
91.0				"
438.8				"
100.0				"
11.2				"
154.9				"
169.0				"
133.5				"
70.0				"
120.6	Concrete	120.6		"
101.5				"
52.0				"
66.1				"
651.0				"
81.0				"
160.2				"
80.3	Concrete..	80.3		"

PRIVATE CONCRETE SIDEWALKS—*Continued.*

No.	Street.	From.	To.	Side.	Width. Ft. in.
58	Victoria .....	Gould .....	Point south .....	West ..	{ 11 6
59	Wallace .....	Emerson .....	19 ft. east .....	North ..	5
60	Wellington .....	Bay .....	Point east .....	South ..	11
61	Wilton .....	Sherbourne .....	86 ft. east .....	North ..	6
62	Wellington .....	Opp. Nos. 63 and 71 .....	.....	South ..	11
63	Yonge .....	Opp. Bank of Toron .....	to No. 205 .....	East ..	12
64	Yorkville .....	From Townsends Li .....	very point west .....	South ..	6
65	Yonge .....	Opp. Nos 1097, 11 .....	03 .....	East .....	{ 6 12
66	Yonge .....	Albert .....	Point south .....	West .....	12

Summary:—

Length in feet .....

" miles .....

Number of Works, 66.

## CONCRETE SIDEWALKS.

Street.	From.	To.	Side.	Width. Feet.
Adelaide .....	Portland .....	275 feet east .....	South ..	5
Avenue Road .....	St. Clair .....	Lonsdale .....	West ..	5
Alhambra .....	Radford .....	Boustead .....	West ..	5
Afton .....	Lisgar .....	West End .....	North ..	5
Arthur .....	Manning .....	Bellwoods .....	North ..	6
Adelaide .....	Spadina .....	Bathurst .....	North ..	5
Argyle .....	Gladstone .....	Northcote .....	South ..	5
Amelia .....	Parliament .....	Sackville .....	North ..	5
Arthur .....	Bathurst .....	Palmerston .....	North ..	6
Arthur .....	Bellwoods .....	Shaw .....	South ..	6
Adelaide .....	Widmer .....	Peter .....	South ..	6
Admiral .....	Bernard .....	St. George .....	East .....	5
Anderson .....	University .....	William .....	South ..	4
Arthur .....	Bellwoods .....	Ossington .....	North ..	6
Augusta .....	St. Patrick .....	Bellevue .....	West ..	6
Alcorn .....	Avenue Road .....	Oaklands .....	South ..	5
Agnes .....	University .....	Centre .....	South ..	5

## PRIVATE CONCRETE SIDEWALKS—Continued.

Length.	Curb.		Completed.	Contractor.
	Class.	Length.		
Feet.		Feet.		
20.0	.....	.....	.....	Private.
154.0	.....	.....	.....	"
19.0	Concrete..	19.0	.....	"
178.0	.....	.....	.....	"
86.1	.....	.....	.....	"
98.0	.....	.....	.....	"
37.6	.....	.....	.....	"
282.5	.....	.....	.....	"
25.0	.....	.....	.....	"
99.0	.....	.....	.....	"
53.0	.....	.....	.....	"
9,090.8		1,882.8		
1.722		0.357		

## CONCRETE SIDEWALKS.

Length in Feet.	Curb.		Completed.	Contractor.
	Class.	Length in Feet.		
281.0	.....	.....	Nov. 12, 1907	The Grant Contracting Co.
1,484.0	.....	.....	Nov. 2, 1907	" "
275.5	5-in. concrete ...	251.5	Oct. 16, 1907	Excelsior Con. and Pav. Co.
657.3	" .....	623.0	Oct. 19, 1907	Schoales & McMurray.
466.7	.....	.....	Oct. 2, 1907	Grant Contracting Co.
1,923.0	5-in. concrete....	1,958.5	Oct. 8, 1907	Day labor.
277.0	.....	.....	Sept. 25, 1907	"
770.5	.....	.....	Sept. 27, 1907	Grant Contracting Co.
378.0	5-in. concrete....	14.0	Aug. 28, 1907	" "
1,397.6	.....	.....	Aug. 20, 1907	A. Gardner & Co.
323.1	.....	.....	Aug. 16, 1907	Dominion Concrete Co.
1,000.0	.....	.....	Aug. 14, 1907	W. R. Payne.
453.4	5-in. concrete....	368.4	Aug. 12, 1907	Day labor.
1,903.0	" .....	112.0	Aug. 14, 1907	Crescent Concrete Pav. Co.
347.0	.....	.....	Aug. 10, 1907	Dominion Concrete Co.
445.0	5-in. concrete....	433.0	July 20, 1907	Crescent Concrete Pav. Co.
236.0	.....	.....	June 24, 1907	Ontario Concrete Pav. Co.

## CONCRETE SIDEWALKS—Continued.

Street.	From.	To.	Side.	Width Feet.
Agnes.....	University .....	Centre.....	North ..	5
Augusta.....	Denison Square...	College .....	West ..	5
Alma .....	Dufferin .....	Gladstone .....	North ..	4.5
Amelia.....	Sumach .....	Hillcrest .....	North ..	5
Avenue Road .....	Cottingham .....	286 feet north....	East .....	6
Anne .....	Yonge .....	Mutual .....	South ..	5
Alexander .....	Church .....	McMillan .....	North ..	5
Avenue Road .....	Edmund .....	St. Clair.....	West .....	5
Admiral .....	Bernard .....	St. George .....	West .....	5
Bellwoods .....	Arthur .....	Mansfield .....	West .....	5
Brant .....	King .....	Farley .....	East .....	5
Belmont.....	Yonge .....	Davenport .....	North ..	5
Bruce .....	Shaw .....	Givens .....	South ..	3
Bruce .....	Shaw .....	Givens .....	North ..	3
Bloor .....	Markham .....	Christie.....	North ..	5
Bathurst .....	Wolseley .....	St. Patrick .....	East .....	6
Bathurst .....	Nassau .....	Roseberry .....	East .....	6
Brookfield .....	Queen .....	Humbert .....	East .....	5
Bellwoods .....	Arthur .....	Treford .....	East .....	5
Buchanan .....	Yonge .....	Terauley .....	South ..	6
Brock .....	Lindsay .....	Muir .....	East .....	5
Bloor .....	Ossington .....	Delaware.....	South ..	5
Bloor .....	St. Clarens.....	Lansdowne .....	South ..	5
Bernard .....	St. George .....	Admiral .....	North ..	5
Broadview .....	123 ft. n. of Sparkhall	Danforth .....	East .....	5
Bismarck .....	Park Road.....	Yonge .....	North ..	5
Blevins .....	Sumach .....	East End.....	South ..	4
Bloor .....	Manning .....	Markham .....	South ..	6
Burnfield .....	Shaw .....	Ossington .....	South ..	4
Balsam .....	Charlotte .....	169 ft. west .....	South ..	4
Buller .....	Kippendavie .....	West end .....	South ..	4
Brock .....	Bloor .....	227 ft. n. of Cobourg	East .....	5
Beaconsfield .....	Queen .....	Afton .....	West ..	5
Bloor .....	242 ft. e. of St. George.	Avenue Rd.....	North ..	6
Bellerue Pl. ....	Denison .....	Carlisle .....	South ..	5
Beaconsfield .....	Queen .....	Afton .....	East .....	5
Bartlett .....	Hallam .....	Bloor .....	West ..	5
Bain .....	Broadview .....	500 ft. east.....	South ..	5
Blevius .....	Sumach .....	East end.....	North ..	4
Bloor .....	Shaw .....	Ossington .....	South ..	5
Bathurst .....	Arthur .....	College .....	West ..	6
Binscarth .....	Glen Rd .....	1,131 ft. east....	North ..	5
Collier .....	Yonge .....	Park Rd .....	North ..	5
Curzon .....	597 ft. n. of Queen.	Sproatt .....	East .....	5



CONCRETE SIDEWALKS—*Continued.*

Length in Feet.	Curb.		Completed.	Contractor.
	Class.	Length in Feet.		
237.8	.....	.....	June 24, 1907	Ontario Concrete Pav. Co.
1,185.5	5-in. concrete....	56.8	June 11, 1907	" "
346.0	".....	346.0	June 1, 1907	Crescent Concrete Pav. Co.
202.5	".....	202.5	May 24, 1907	Schoales & McMurray.
293.7	.....	.....	May 21, 1907	Excelsior Con. & Pav. Co.
1,316.0	.....	.....	May 13, 1907	Queen City Con. Pav. Co.
325.2	.....	.....	May 6, 1907	Day labor.
1,436.9	5-in. concrete....	13.7	Nov. 29, 1907	" "
925.5	.....	.....	Aug. 14, 1907	W. R. Payne.
875.9	.....	.....	July 26, 1907	Dominion Concrete Co.
742.3	5-in. concrete....	753.3	Dec. 7, 1907	Day labor.
1,071.5	.....	.....	Nov. 25, 1907	" "
282.3	.....	.....	Nov. 19, 1907	Crescent Concrete Pav. Co.
169.6	.....	.....	Nov. 20, 1907	" "
1,526.5	.....	.....	Nov. 11, 1907	W. R. Payne.
1,214.2	.....	.....	Nov. 11, 1907	Day labor.
569.5	.....	.....	Nov. 13, 1907	" "
649.0	.....	.....	Oct. 19, 1907	" "
532.5	5-in. concrete....	26.0	Oct. 26, 1907	" "
679.6	.....	.....	Oct. 9, 1907	Dominion Concrete Co.
244.5	5-in. concrete....	.....	Oct. 9, 1907	Schoales & McMurray.
659.0	.....	.....	Oct. 9, 1907	Grant Contracting Co.
201.4	.....	.....	Oct. 9, 1907	" "
241.5	.....	.....	Sept. 20, 1907	Day labor.
1,860.5	.....	.....	Sept. 13, 1907	W. R. Payne.
550.9	5-in. concrete....	550.9	Sept. 23, 1907	Grant Contracting Co.
261.8	".....	265.3	Sept. 12, 1907	Day labor.
715.9	.....	.....	Aug. 13, 1907	W. R. Payne.
643.5	5-in. concrete....	631.5	Aug. 25, 1907	Excelsior Con. & Pav. Co.
183.2	".....	168.2	Aug. 9, 1907	Crescent Concrete Pav. Co.
225.4	".....	225.4	Aug. 9, 1907	Ontario Concrete Pav. Co.
1,199.0	".....	1,212.5	Aug. 20, 1907	Schoales & McMurray.
1,453.0	".....	1,409.0	July 15, 1907	Dominion Concrete Co.
1,234.0	.....	.....	July 5, 1907	Grant Contracting Co.
546.0	.....	.....	July 3, 1907	Day labor.
1,357.0	5-in. concrete....	1,313.0	July 13, 1907	Dominion Concrete Co.
2,190.8	.....	.....	June 17, 1907	W. R. Payne.
521.7	.....	.....	May 18, 1907	J. H. McKnight.
307.9	5-in. concrete....	307.9	April 2, 1907	Day labor.
516.5	.....	.....	April 17, 1907	Crescent Concrete Pav. Co.
1,492.7	.....	.....	June 19, 1907	Dominion Concrete Co.
949.0	5-in. concrete....	949.0	June 11, 1907	Day labor.
667.0	.....	.....	Nov. 25, 1907	" "
1,315.6	5-in. concrete....	1,328.6	Nov. 27, 1907	Excelsior Con. & Pav. Co.

## CONCRETE SIDEWALKS—Continued.

Street.	From.	To.	Side.	Width Feet.
Castle Frank.....	Dale .....	Hawthorne .....	West ..	5
Caer Howell .....	Simcoe .....	University .....	North ..	6
Carling .....	Bloor .....	North end .....	West ..	4.5
Coolmine Rd.....	Dundas .....	St. Anne's Rd .....	East....	4
Caer Howell.....	Simcoe .....	McCaul .....	South ..	5
Caer Howell.....	Simcoe, e.s. ....	McCaul .....	North ..	5
Cobourg.....	Brock .....	East end.....	South ..	4
Cowan .....	Huxley .....	Tracks .....	East....	4
Caer Howell.....	Simcoe .....	University .....	South ..	5
Chestnut .....	Queen .....	Agnes .....	East....	5
Cobourg .....	Brock .....	East end.....	North ..	4
Chestnut .....	Queen .....	Agnes .....	West....	5
Court .....	Toronto .....	Church .....	South ..	8
College .....	Rusholme .....	Dovercourt Rd .....	South ..	5
Clinton .....	Yarmouth .....	Dupont .....	East....	4.5
Clinton .....	Yarmouth .....	Dupont .....	West....	4.5
Crocker .....	Bellwoods .....	East end.....	South ..	5
College .....	Huron .....	University Cres....	North ..	6
Concord .....	Dewson .....	Hepbourne .....	East....	5
College .....	Sorauren.....	600 ft. west .....	North ..	5
Claremont .....	Arthur .....	Mansfield .....	West....	5
Cornwall .....	River .....	450 ft. east .....	South ..	4.5
Cornwall .....	River .....	450 ft. east .....	North ..	4.5
College .....	Beverley .....	McCaul .....	South ..	6
Casimir .....	St. Patrick.....	North end .....	East....	4
College .....	Dovercourt.....	278 ft. west .....	North ..	5
Cameron Pl.....	Vanauley .....	Cameron St .....	South ..	4
Cottingham .....	Avenue Rd .....	592 ft. east .....	South ..	5
Camden .....	Spadina .....	Brant .....	North ..	5
Camden .....	Spadina .....	Brant .....	South ..	5
Clinton .....	Bloor .....	Barton .....	East....	5
Cottingham .....	Avenue Rd .....	639 ft. east .....	North ..	5
Clinton .....	320 ft. n. of Bloor..	Barton .....	West....	5
Cecil .....	Spadina .....	Huron .....	South ..	5
College .....	University Av .....	286 ft. west .....	South ..	8
Carr .....	Esther .....	West end .....	North ..	4
Concord .....	Hallam .....	Van Horn .....	East....	5
Catherine .....	Peter .....	West end .....	North ..	5
Commercial Lane...	Jarvis .....	Francis .....	North ..	4
Carlaw .....	Queen .....	Gerrard .....	West....	5
Davies .....	Queen .....	Matilda .....	East....	4.5
Doel .....	Curzon .....	Jones .....	North ..	4.5
Dundas .....	Rolyat .....	The Bend .....	West....	12-12 $\frac{3}{4}$
Dundas .....	Bend at Arthur....	Lisgar .....	South ..	6

## CONCRETE SIDEWALKS—Continued.

Length in Feet.	Curb.		Completed.	Contractor.
	Class.	Length in Feet.		
795.8	.....	.....	Nov. 25, 1907	Day labor.
158.1	.....	.....	Nov. 12, 1907	Cres. Concrete Pav. Co.
311.4	.....	.....	Nov. 9, 1907	Excelsior Con. & Pav. Co.
706.2	5-in. concrete	705.2	Oct. 26, 1907	W. R. Payne.
537.0	"	549.0	Oct. 17, 1907	Queen City Con. Pav. Co.
643.1	"	656.0	Oct. 12, 1907	"
308.5	"	313.0	Oct. 5, 1907	Schoales & McMurray.
148.2	"	148.2	Oct. 8, 1907	Crescent Concrete Pav. Co.
177.1	"	166.5	Oct. 8, 1907	Queen City Con. Pav. Co.
1,364.0	.....	.....	Oct. 1, 1907	Constructing & Paving Co.
306.0	5-in. concrete	314.0	Oct. 2, 1907	Schoales & McMurray.
1,357.9	.....	.....	Oct. 1, 1907	Constructing & Paving Co.
376.2	5-in. concrete	372.2	Sept. 11, 1907	Queen City Con. Pav. Co.
476.5	.....	.....	Sept. 13, 1907	Godson Contracting Co.
550.6	5-in. concrete	541.7	Aug. 21, 1907	Ontario Concrete Pav. Co.
550.7	"	541.7	Aug. 28, 1907	"
452.5	"	8.8	Aug. 17, 1907	Grant Contracting Co.
1,072.5	.....	.....	Aug. 12, 1907	"
1,028.5	5-in. concrete	1,032.5	Aug. 7, 1907	"
615.4	"	609.4	Aug. 13, 1907	Excelsior Con. & Pav. Co.
887.2	"	893.7	July 29, 1907	Day labor.
474.0	"	478.0	July 23, 1907	Excelsior Con. & Pav. Co.
468.8	"	473.8	July 23, 1907	"
572.7	.....	.....	July 13, 1907	A. Gardner & Co.
191.6	.....	.....	June 27, 1907	Day labor.
277.2	.....	.....	July 5, 1907	"
151.8	5-in. concrete	140.5	June 21, 1907	"
541.8	.....	.....	July 3, 1907	Queen City Con. Pav. Co.
631.7	5-in. concrete	36.0	June 22, 1907	"
631.7	"	32.0	June 26, 1907	"
1,072.0	"	1,072.0	June 1, 1907	Grant Contracting Co.
612.8	"	16.0	May 23, 1907	Day labor.
667.0	"	667.0	May 23, 1907	Grant Contracting Co.
397.5	.....	.....	May 14, 1907	"
345.1	.....	.....	May 8, 1907	"
732.1	5-in. concrete	698.9	May 6, 1907	W. R. Payne.
625.0	"	625.0	May 11, 1907	Constructing & Paving Co.
266.3	"	266.3	April 27, 1907	Crescent Concrete Pav. Co.
125.2	.....	.....	May 9, 1907	Day labor.
2,238.0	.....	.....	Sept. 13, 1907	Crescent Concrete Pav. Co.
214.8	.....	.....	Carried over to 1908.	Day labor.
326.7	5-in. concrete	326.7	Nov. 26, 1907	Schoales & McMurray.
148.0	.....	.....	Nov. 16, 1907	Crescent Concrete Pav. Co.
1,533.0	.....	.....	Nov. 29, 1907	Grant Contracting Co.

CONCRETE SIDEWALKS—*Continued.*

Street.	From.	To.	Side.	Width. Feet.
Dundas .....	Bridges .....	Bloor .....	North ..	5
Dundas .....	Howard Park .....	Roncesvalles .....	South ..	5
Dufferin .. ..	Lindsay .....	Muir .....	West ..	5
Dovercourt Pk ..	Salem .....	Bartlett .....	North ..	5
Dupont .....	Bedford .....	Davenport .....	South ..	5
Dovercourt Rd. ....	Dewson .....	Bloor .....	East ..	5
Duke .....	Berkeley .....	Parliament .....	North ..	5
Dufferin .....	College .....	Dundas .....	East ..	5
Dewson .....	Dovercourt .....	Havelock .....	North ..	5
Dundas .....	Humbert .....	300 ft. south .....	West ..	8
Dupont .....	Christie .....	680 ft. west .....	North ..	5
Dupont .....	Christie .....	Bathurst .....	South ..	5
Dunbar .....	Elm .....	South Drive .....	East ..	4
Doel .....	Leslie .....	460 ft. east .....	North ..	4.5
Doel .....	Leslie .....	460 ft. east .....	South ..	4.5
Dupont .....	Christie .....	Bathurst .....	North ..	5
Denison Sq .....	Augusta .. ..	Bellevue .....	North ..	5
Defries .....	Radenhurst .....	Mark .....	West ..	4
Dagmar .....	Jones .....	580 ft. west .....	South ..	5
Dale .....	Maple .....	Castle Frank .....	North ..	5
Division .....	Spadina .....	Huron .....	North ..	5
Dalhousie .....	Shuter .....	Wilton .....	West ..	5
Dewson .....	Dovercourt .....	Delaware .....	South ..	5
Dupont .....	Huron .....	St. George .....	South ..	5
Duke .....	Frederick .....	Sherbourne .....	South ..	6
Dupont .....	Howland .....	177½ ft. east .....	South ..	5
Dundas .....	Bruce .....	Halton .....	East ..	9-11½
Dovercourt .....	College .....	Dewson .....	East ..	5
Defoe .....	Stafford .....	Shaw .....	South ..	5
Elmer .....	Queen .....	N. city limits .....	West ..	4
Elm .....	Centre .....	University .....	North ..	6
Elliott .....	Broadview .....	Bolton .....	South ..	5
Elmer .....	Queen .....	N. city limits .....	East ..	4
Elizabeth .....	Edward .....	Queen .....	East ..	6
Elizabeth .....	College .....	Grenville .....	West ..	5
Elm .....	Nanton .....	Hawthorne .....	South ..	5
Esplanade .....	Scott .....	West Market .....	North ..	6
Exhibition .....	Agricultural Hall ..	.....	.....	7.8-16
Exhibition .....	Eastern gate, 750 ft. west ..	.....	.....	6
Exhibition .....	Railway Building ..	.....	.....	6
Exhibition .....	East end of Grand Stand .....	.....	.....	8
Exhibition .....	North and west sides of Grand Stand .....	.....	.....	10½-12
Exhibition .....	Floor of Grand Stand, 60,770 sq. feet ..	.....	.....	.....
Exhibition .....	North side of road N. of Grand Stand ..	.....	.....	6-8

CONCRETE SIDEWALKS—*Continued.*

Length, in Feet.	Curb.		Completed.	Contractor.
	Class.	Length, in Feet.		
2,921.0	.....	.....	Oct. 11, 1907	W. R. Payne.
945.0	.....	.....	Sept. 27, 1907	Crescent Concrete Pav. Co.
250.5	5-in. concrete....	254.5	Oct. 11, 1907	Grant Contracting Co.
295.6	".....	275.6	Sept. 30, 1907	Dominion Concrete Co.
452.4	.....	.....	Sept. 23, 1907	Crescent Concrete Pav. Co.
1,708.6	5-in. concrete....	51.7	Sept. 18, 1907	Grant Contracting Co.
303.8	".....	297.4	Sept. 14, 1907	Queen City Con. Pav. Co.
1,043.5	.....	.....	Aug. 20, 1907	Crescent Concrete Pav. Co.
772.5	5-in. concrete....	742.4	July 26, 1907	Constructing & Paving Co.
305.5	.....	.....	July 18, 1907	Ontario Concrete Pav. Co.
700.4	.....	.....	July 24, 1907	W. R. Payne.
1,819.3	.....	.....	July 6, 1907	"
661.8	5-in. concrete....	16.0	July 13, 1907	Constructing & Paving Co.
479.0	".....	483.0	July 12, 1907	Schoales & McMurray.
446.2	".....	459.0	July 12, 1907	" "
1,863.2	.....	.....	June 29, 1907	W. R. Payne.
333.5	5-in. concrete....	319.0	July 2, 1907	A. Gardner & Co.
258.0	".....	258.0	June 4, 1907	Schoales & McMurray.
657.9	".....	661.0	June 24, 1907	Constructing & Paving Co.
847.3	.....	.....	June 18, 1907	Day labor.
457.0	.....	.....	June 19, 1907	Ontario Concrete Pav. Co.
599.3	5-in. concrete....	572.8	June 15, 1907	Queen City Con. Pav. Co.
293.2	".....	299.0	June 14, 1907	Constructing & Paving Co.
297.7	.....	.....	June 8, 1907	Day labor.
289.0	.....	.....	May 14, 1907	"
177.3	5-in. concrete....	177.3	May 22, 1907	"
945.5	.....	.....	May 14, 1907	A. Gardner & Co.
921.6	.....	.....	May 10, 1907	Excelsior Con. and Pav. Co.
1,041.5	5-in. concrete....	1,042.0	April 25, 1907	Dominion Concrete Co.
200.6	".....	200.6	June 27, 1907	Day labor.
222.0	.....	.....	Nov. 15, 1907	"
815.0	5-in. concrete....	20.7	Nov. 12, 1907	"
200.5	".....	200.5	Oct. 24, 1907	A. Gardner & Co.
1,600.0	.....	.....	Oct. 9, 1907	Day labor. Order of Coun.
213.8	.....	.....	Sept. 26, 1907	"
307.7	.....	.....	Sept. 14, 1907	"
988.3	.....	.....	Sept. 7, 1907	Grant Contracting Co.
249.5	.....	.....	Aug. 22, 1907	Day labor. Order of Conn.
755.7	.....	.....	Aug. 15, 1907	" " "
222.6	.....	.....	Aug. 22, 1907	" " "
140.7	.....	.....	Aug. 21, 1907	" " "
1,047.5	.....	.....	Aug. 21, 1907	" " "
.....	.....	.....	Aug. 19, 1907	" " "
625.9	.....	.....	July 31, 1907	" " "



CONCRETE SIDEWALKS—*Continued.*

Street.	From.	To.	Side.	Width Ft.
Essex .....	Christie .....	Shaw .....	North ..	4
Essex .....	Christie .....	Shaw .....	South ..	4
Endean .....	Jones .....	Leslie .....	South ..	4.5
Endean .....	Jones .....	Leslie .....	North ..	4.5
Edwin .....	Royce .....	Humberside .....	West ..	4
Euclid .....	Arthur .....	College .....	West ..	5
Esther .....	Wolseley .....	Grange .....	East ..	5
Esther .....	Queen .....	Farley .....	West ..	6
Esther .....	Queen .....	Grange .....	West ..	5
Emerson .....	Wallace .....	130 feet north ..	East ..	5
Fermanagh .....	Sorauren .....	1,045 feet west ..	North ..	5
Fisher .....	Dufferin .....	Sheridan .....	South ..	4
Fisher .....	Dufferin .....	Sheridan .....	North ..	4
Fern .....	Roncesvalles .....	Sorauren .....	South ..	5
Forrest Hill Rd .....	St. Clair .....	Lonsdale .....	West ..	5
Front .....	Berkeley .....	Trinity .....	North ..	6
Fermanagh .....	Sorauren .....	Roncesvalles .....	South ..	5
Garnet .....	Miles Pl .....	Shaw .....	North ..	5
Garnet .....	Miles Pl .....	Shaw .....	South ..	5
George .....	King .....	Duchess .....	West ..	6
Galt .....	Gerrard .....	North End .....	West ..	4
Galt .....	Gerrard .....	420 feet south ..	West ..	4
Galley .....	Roncesvalles .....	606 feet east ..	North ..	5
Gladstone .....	Bloor .....	(740 ft. s., 265 ft. s.)	West ..	5
Geoffrey .....	Sorauren .....	Roncesvalles .....	South ..	5
George .....	King .....	Front .....	West ..	10
Glen Rd. ....	Binscarth .....	Bridge .....	West ..	5
Grosvenor .....	Surrey Pl .....	Park .....	South ..	6
George .....	Front .....	Esplanade .....	East ..	6
Grafton .....	Roncesvalles .....	Triller .....	North ..	5
Grafton .....	Roncesvalles .....	Triller .....	South ..	5
Garden .....	Roncesvalles .....	730 ft. east .....	North ..	5
Garden .....	Roncesvalles .....	730 ft. east .....	South ..	5
Gladstone .....	Bloor .....	740 ft. south .....	East ..	5
Gerrard .....	Pape .....	Leslie .....	South ..	5
Givens .....	Queen .....	Argyle .....	West ..	5
Geneva .....	Sumach .....	East end .....	South ..	4
Herrick .....	Bathurst .....	Borden .....	North ..	5
Hampton .....	Hogarth .....	Danforth .....	East ..	5
Hogarth .....	Logan .....	Hampton .....	South ..	5
Hamilton .....	Gerrard .....	Elliott .....	East ..	4
Huxley .....	Dufferin .....	Fort Rouille .....	South ..	5
Hewitt .....	Indian Rd .....	Roncesvalles .....	North ..	5
Howard Park .....	Roncesvalles .....	Indian Rd .....	North ..	5

## CONCRETE SIDEWALKS—Continued.

Length in Feet.	Curb.		Completed.	Contractor.
	Class.	Length in Feet.		
1,312.0	5-in. concrete . . . .	1,312.0	Aug. 3, 1907	Day labor.
1,311.2	" " " " " "	1,311.2	Aug. 3, 1907	" "
640.6	" " " " " "	640.6	Aug. 5, 1907	A. Gardner & Co.
640.6	" " " " " "	640.6	Aug. 9, 1907	" "
385.0	" " " " " "	373.0	Aug. 8, 1907	Day labor.
1,504.5	" " " " " "	" " " " " "	July 15, 1907	" "
899.0	" " " " " "	" " " " " "	June 21, 1907	" "
258.5	5-in. concrete . . . .	267.1	June 19, 1907	Crescent Con. Paving Co.
1,123.7	" " " " " "	" " " " " "	June 11, 1907	Day labor. Order of Coun.
183.6	5-in. concrete . . . .	188.0	June 4, 1907	Grant Contracting Co.
1,046.0	" " " " " "	1,046.0	Nov. 7, 1907	Excelsior Con. and Pav. Co.
513.0	" " " " " "	499.0	Oct. 28, 1907	Crescent Con. Paving Co.
513.0	" " " " " "	499.0	Oct. 28, 1907	" " " "
1,374.0	" " " " " "	" " " " " "	Oct. 28, 1907	Dominion Concrete Co.
1,423.8	5-in. concrete . . . .	1,420.9	July 10, 1907	Godson Contracting Co.
929.1	" " " " " "	" " " " " "	May 6, 1907	Queen City Con. Pav. Co.
1,356.0	5-in. concrete . . . .	1,356.0	May 10, 1907	Crescent Con. Paving Co.
653.5	" " " " " "	" " " " " "	Oct. 9, 1907	" " " "
634.0	" " " " " "	" " " " " "	Oct. 9, 1907	" " " "
716.3	" " " " " "	" " " " " "	Sept. 21, 1907	Dominion Concrete Co.
802.1	5-in. concrete . . . .	795.2	Sept. 11, 1907	A. Gardner & Co.
428.0	" " " " " "	422.0	Sept. 18, 1907	" "
616.0	" " " " " "	620.5	Sept. 11, 1907	Excelsior Con. and Pav. Co.
989.5	" " " " " "	989.5	Sept. 4, 1907	Dominion Concrete Co.
1,378.6	" " " " " "	1,388.2	Aug. 27, 1907	W. R. Payne.
285.4	" " " " " "	" " " " " "	Aug. 12, 1907	Queen City Con. Pav. Co.
712.1	5-in. concrete . . . .	704.0	July 10, 1907	Constructing & Paving Co.
287.3	" " " " " "	" " " " " "	June 28, 1907	Queen City Con. Pav. Co.
463.0	" " " " " "	" " " " " "	June 26, 1907	Schoales & McMurray.
574.5	5-in. concrete . . . .	557.5	May 29, 1907	W. R. Payne.
575.0	" " " " " "	557.5	May 30, 1907	" "
728.0	" " " " " "	" " " " " "	May 16, 1907	Crescent Con. Paving Co.
727.5	" " " " " "	" " " " " "	May 14, 1907	" "
740.7	5-in. concrete . . . .	740.7	May 11, 1907	W. R. Payne.
1,895.9	" " " " " "	1,957.4	April 20, 1907	Queen City Con. Pav. Co.
944.8	" " " " " "	981.5	April 25, 1907	W. R. Payne.
441.2	" " " " " "	40.6	Nov. 29, 1907	Day labor.
620.0	" " " " " "	601.7	July 15, 1907	Ontario Con. Paving Co.
1,104.7	" " " " " "	1,105.0	Nov. 22, 1907	A. Gardner & Co.
798.5	" " " " " "	810.5	Nov. 8, 1907	" "
1,107.4	" " " " " "	1,113.4	Nov. 12, 1907	Schoales & McMurray.
258.0	" " " " " "	256.5	Nov. 6, 1907	Grant Contracting Co.
1,037.0	" " " " " "	1,037.0	Oct. 25, 1907	Excelsior Con. & Pav. Co.
1,038.4	" " " " " "	" " " " " "	Oct. 18, 1907	W. R. Payne.

## CONCRETE SIDEWALKS—Continued.

Street.	From.	To.	Side.	Width. Feet.
Herrick .....	Bathurst .....	Markham .....	North ..	5
Herrick .....	Bathurst .....	Markham .....	South ..	5
Homewood Pl. ....	Wellesley .....	North end .....	West ..	4
Huxley .....	Cowan .....	Dunn .....	South ..	5
Havelock .....	650 ft. n. of Dewson	Hepbourne .....	East ..	5
Huxley .....	Spencer .....	Cowan .....	South ..	5
Hallam .....	Concord .....	Delaware .....	South ..	4
Havelock .....	242 ft. n. of Dewson	150 ft. further n	West ..	5
Harbord .....	Huron .....	Spadina .....	North ..	5
Harbord .....	Major .....	Brunswick .....	South ..	5
Herrick .....	Bathurst .....	Borden .....	South ..	5
Howard St. ....	Bleecker .....	85 ft. west .....	South ..	6
Harbord .....	Markham .....	Manning .....	South ..	5
Harbord .....	Robert .....	Spadina .....	South ..	5
Harbord .....	Robert .....	Spadina .....	North ..	5
Harbord .....	Lippincott .....	Borden .....	North ..	5
Howland .....	Barton .....	Wells .....	East ..	5
Hallam .....	Westmoreland .....	Hamburg .....	South ..	5
Huron .....	College .....	Grange .....	East ..	5
Harbord .....	Bathurst .....	Brunswick .....	South ..	5
Henry .....	College .....	Cecil .....	West ..	5
Hepbourne .....	Havelock .....	Rusholme .....	South ..	5
Hepbourne .....	Dovercourt .....	Havelock .....	North ..	5
Howland Rd. ....	Gerrard .....	Langley .....	East ..	5
Howland Rd. ....	Gerrard .....	Langley .....	West ..	5
Henry .....	College .....	Cecil .....	East ..	5
Isabella .....	Church .....	Jarvis .....	South ..	6
Isabella .....	Jarvis .....	196 ft. west .....	North ..	6
Isabella .....	Church .....	221 ft. east .....	North ..	6
Inkerman .....	Chapel .....	St. Nicholas .....	South ..	4
Jersey .....	Evans .....	North end .....	East ..	4
Jerome .....	Dundas .....	267 ft. west .....	North ..	5
John .....	Wellington .....	Front .....	East ..	6
Jones .....	Gerrard .....	Tracks .....	West ..	5
John .....	185 ft. n. of King	Richmond .....	East ..	5.5
James .....	Albert .....	151 ft. north .....	West ..	6
Jefferson .....	Liberty .....	188 ft. south .....	West ..	5
King .....	Through subway	.....	North ..	8
King .....	Through subway	.....	South ..	8
King .....	Massey .....	Subway .....	North ..	6
King .....	John .....	66 ft. w. of Widmer	South ..	14.8-15
King .....	Spadina .....	66 ft. w. of Widmer	South ..	6
Leslie .....	Gerrard .....	Sproatt .....	West ..	5
Lappin .....	Dufferin .....	Emerson .....	North ..	5

## CONCRETE SIDEWALKS—Continued.

Length in Feet.	Curb.		Completed.		Contractor.
	Class.	Length in feet.			
291.2	5-in. concrete....	270.2	Sept. 16, 1907		Day labor.
291.2	"	270.2	Sept. 17, 1907		"
136.9	"		Sept. 14, 1907		"
356.5	5-in. concrete....	365.6	Sept. 4, 1907		"
373.9	"	378.3	Sept. 6, 1907		Grant Contracting Co.
285.1	"	255.0	Sept. 4, 1907		Day labor.
261.0	"	261.0	Aug. 6, 1907		"
150.2	"	150.2	July 27, 1907		Constructing & Paving Co.
511.0	"	484.5	June 23, 1907		Day labor.
290.2	"		June 25, 1907		"
612.2	5-in. concrete....	587.0	July 15, 1907		Ontario Con. Paving Co.
85.4	"		July 16, 1907		Constructing & Paving Co.
883.8	"		July 6, 1907		Ontario Con. Paving Co.
433.1	5-in. concrete....	382.1	July 4, 1907		Excelsior Con. & Pav. Co.
439.0	"	406.0	July 4, 1907		"
314.5	"	307.0	June 13, 1907		Crescent Con. Paving Co.
725.7	"		May 29, 1907		Day labor.
947.5	"		June 5, 1907		W. R. Payne.
2,001.0	"		May 23, 1907		Harvard Con. Paving Co.
882.5	5-in. concrete....	839.5	May 28, 1907		Dominion Concrete Co.
620.2	"		May 17, 1907		Excelsior Con. & Pav. Co.
319.4	5-in. concrete....	302.9	May 14, 1907		Dominion Concrete Co.
570.7	"	540.7	May 2, 1907		"
758.0	5-in. concrete....	85.0	April 27, 1907		Ontario Concrete Pav. Co.
762.3	"	84.5	April 27, 1907		"
643.0	"		May 1, 1907		Excelsior Con. & Pav. Co.
652.0	"		Nov. 20, 1907		Crescent Concrete Pav. Co.
214.8	"		Nov. 22, 1907		"
207.9	"		Nov. 22, 1907		"
379.0	5-in. concrete....	384.0	May 7, 1907		Harvard Concrete Pav. Co.
968.8	"	968.8	Oct. 17, 1907		Constructing & Paving Co.
268.0	"	268.0	Sept. 26, 1907		Day labor.
318.2	"	8.0	Aug. 20, 1907		Dominion Concrete Co.
1,015.1	"	1,015.1	April 30, 1907		Queen City Con. Pav. Co.
642.6	"		April 27, 1907		A. Gardner & Co.
169.7	5-in. concrete...	5.0	Sept. 23, 1907		Dominion Concrete Co.
188.5	"		May 25, 1907		Crescent Concrete Pav. Co.
580.0	5-in. concrete....	580.0	Oct. 17, 1907		Day labor, Order of Coun.
660.4	"	599.4	July 22, 1907		"
1,506.1	"	24.0	June 10, 1907		Excelsior Con. & Pav. Co.
442.5	"		June 5, 1907		Queen City Con. Pav. Co.
902.6	"		May 28, 1907		"
505.0	5-in. concrete...	521.0	Nov. 20, 1907		Schoales & McMurray.
1,400.0	"	1,384.0	Sept. 25, 1907		W. R. Payne.

## CONCRETE SIDEWALKS—Continued.

Street.	From.	To.	Side.	Width. Feet.
Lennox .....	Markham .....	Palmerston .....	North ..	5
London .....	Palmerston .....	125 ft. west .....	South ..	5
Lynd .....	Dundas .....	S.S. Mabel produced .....	East .....	5
Lynd .....	Howard Pk .....	Neepawa .....	West ..	5
Laburnam .....	Dowling .....	Jameson .....	South ..	5
Lucas .....	Sorauren .....	Roncesvalles .....	South ..	5
Lippincott .....	College .....	Nassau .....	West ..	5
Lippincott .....	College .....	Nassau .....	East .....	5
Lucas .....	Sorauren .....	Roncesvalles .....	North ..	5
Logan .....	Gerrard .....	Bain .....	West ..	5
Lippincott .....	College .....	Bloor .....	West ..	5
Larch .....	Grange .....	St. Patrick .....	West ..	4
Larch .....	Grange .....	St. Patrick .....	East .....	4
Lippincott .....	College .....	Bloor .....	East .....	5
Liszt .....	Poplar Plains .....	West of city limit .....	South ...	5
Lombard .....	81 ft. e. of Church .....	Jarvis .....	South ..	6
Logan .....	First Av .....	Tracks .....	East .....	5
Leslie .....	Queen .....	375 ft. s. of s.s. Eastern .....	East .....	5
Lowther .....	Walmer .....	Brunswick .....	South ..	6
McDougall's Lane .....	Queen .....	Farley .....	East .....	3
Manning .....	College .....	Henderson .....	West ..	5
McGill .....	Church .....	Mutual .....	North ..	5
Mutual .....	Carlton .....	167 feet north .....	East .....	4
Mutual .....	Carlton .....	167 feet north .....	West ..	4
Markham .....	Queen .....	Robinson .....	West ..	5
Mark .....	River .....	East end .....	North ..	5
Mark .....	River .....	East end .....	South ..	5
Markham .....	Queen .....	Robinson .....	East .....	5
Markham .....	Herrick .....	Lennox .....	East .....	5
Maud .....	Adelaide .....	Farley .....	West ..	5
Manning .....	Dupout .....	Yarmouth .....	West ..	5
Maitland .....	Church .....	Jarvis .....	North ..	6
Manning .....	Queen .....	Robinson .....	East .....	4
Manning .....	Queen .....	Robinson .....	West ..	4
Morley .....	Queen .....	N. city limits .....	East .....	5
Marjory .....	Gerrard .....	440 feet south .....	West ..	5
Maitland .....	Church .....	Jarvis .....	South ..	6
Muir .....	Sheridan .....	200 feet east .....	South ..	4
Manning .....	Ulster .....	Harbord .....	West ..	5
Marion .....	Lansdowne .....	Macdonnell .....	South ...	5
Markham .....	Arthur .....	College .....	East .....	5
Markham .....	Olive .....	Vermont .....	East .....	5
Metcalfe .....	Carlton .....	Winchester .....	East .....	5
Massey .....	King .....	Defoe .....	West ..	5
McMaster .....	Avenue Rd .....	311 feet west .....	North ..	5



## CONCRETE SIDEWALKS—Continued.

Length. in Feet.	Curb.		Completed.		Contractor.
	Class.	Length, in Feet.			
300.1	5-in. concrete . . . .	264 0	Sept. 14, 1907	Day labor.	
142.0	"	126.4	Sept. 18, 1907	"	
620.8	"	541.3	Sept. 9, 1907	Godson Contracting Co.	
636 8	"	589 0	Sept. 11, 1907	Dominion Concrete Co.	
792.6	.....	.....	Aug. 28, 1907	Day labor, Order of Conn.	
1,356.0	5-in. concrete . . . .	1,356.0	Aug. 1, 1907	Crescent Concrete Pav. Co.	
779.4	"	785.4	Aug. 7, 1907	Dominion Concrete Co.	
737.2	"	745.2	July 31, 1907	" "	
1,356.0	"	1,356.0	July 24, 1907	Crescent Concrete Pav. Co.	
1,742.7	"	1,739.0	July 4, 1907	" "	
3,167.0	.....	.....	June 23, 1907	Excelsior Con. & Pav. Co.	
379.7	5-in. concrete . . . .	356.3	June 24, 1907	A. Gardner & Co.	
378.0	.....	.....	June 20, 1907	"	
3,166.7	.....	.....	June 7, 1907	Crescent Concrete Pav. Co.	
614.5	5-in. concrete . . . .	614.5	June 7, 1907	Godson Contracting Co.	
480.0	.....	.....	May 14, 1907	Excelsior Con. & Pav. Co.	
445.2	.....	.....	April 22, 1907	Day labor.	
964.7	.....	.....	April 17, 1907	Excelsior Con. and Pav. Co.	
437.0	.....	.....	April 13, 1907	Crescent Concrete Pav. Co.	
226.9	5-in. concrete . . . .	211.0	Sept. 14, 1907	W. R. Payne.	
346.0	"	350.5	Nov. 20, 1907	Grant Contracting Co.	
380.8	"	384.8	Nov. 20, 1907	Day labor.	
168.0	"	168.0	Oct. 25, 1907	Schoales & McMurray,	
191.0	"	191.0	Oct. 25, 1907	"	
568.5	.....	.....	Oct. 21, 1907	Day labor.	
346.0	5-in. concrete . . . .	362.0	Oct. 17, 1907	Dominion Concrete Co.	
149.0	"	159.0	Oct. 18, 1907	"	
536.5	.....	.....	Oct. 23, 1907	Day labor.	
411.5	.....	.....	Oct. 12, 1907	Excelsior Con. and Pav. Co.	
446.0	.....	.....	Oct. 8, 1907	Day labor.	
577.7	5-in. concrete . . . .	585.2	Sept. 25, 1907	Godson Contracting Co.	
652.0	"	651 0	Sept. 18, 1907	Dominion Concrete Co.	
531.0	.....	.....	Sept. 10, 1907	Day labor.	
514.8	.....	.....	Sept. 7, 1907	"	
200.3	5-in. concrete . . . .	200.3	Sept. 13, 1907	"	
446.9	"	439.6	Aug. 16, 1907	Crescent Concrete Pav. Co.	
595.1	"	589.6	July 31, 1907	A. Gardner & Co.	
198.4	"	198.4	July 8, 1907	Day labor.	
617.0	.....	.....	June 7, 1907	Crescent Concrete Pav. Co.	
300.0	5-in. concrete . . . .	300.0	June 8, 1907	Grant Contracting Co.	
1,470 8	.....	.....	June 5, 1907	Harvard Concrete Pav. Co.	
623.5	5-in. concrete . . . .	623.5	May 18, 1907	Grant Contracting Co.	
466.5	.....	.....	May 22, 1907	Godson Contracting Co.	
449.0	5-in. concrete . . . .	428.4	May 22, 1907	Crescent Concrete Pav. Co.	
313.7	.....	.....	May 18, 1907	Excelsior Con. and Pav. Co.	

## CONCRETE SIDEWALKS—Continued.

Street.	From.	To.	Side.	Width Feet.
Macpherson	Avenue Rd.	685 ft. w. of Yonge.	South	5
McGee	Queen	Eastern	East	5
Metcalf	Carlton	Winchester	West	5
Morrison	Adelaide	South end	East	4
Matilda	Munro	Steiner	North	4
Matilda	Munro	Davies	South	4
Marjory	280 ft. s. of Gerrard.	434 ft. s. of Gerrard.	East	5
Northumberland	Concord	Delaware	South	4
Northumberland	Concord	Delaware	North	4
Northern Pl.	Shirley	South End.	West	4
Nassau	Lippincott.	Bathurst	North	5
Niagara	Bathurst	Portland	South	5
Orde	Murray	University	North	4
Ontario	Sydenham	Wilton	West	5
Ontario	Sydenham	Wilton	East	5
Oaklands	Cottingham	415 ft. North.	East	5
Oxford	Angusta	Bellevue	North	5
Oxford	Bellevue	Lippincott	South	5
Ontario	St. James	Howard	East	5
Olive	Palmerston	Manning	North	5
Ossington	Dundas	College	West	5
Oriole	Lakeshore	579 ft. North.	Centre of street.	4
Pape	Queen	Gerrard	West	5
Pape	Queen	Gerrard	East	5
Poplar Plains	Edmund	St. Clair	West	4.5
Poplar Plains	Balmoral	St. Clair	East	4.5
Portland	Adelaide	270 ft. South.	West	5
Poucher	Smith	South end	West	5
Poucher	Smith	South end	East	5
Pape	Bain	Danforth	West	5
Perth	Ernest	Royce	West	5
Perth	Bloor	126 ft. South	West	4.5
Pembroke	Wilton Cres	Shuter	West	6
Perth	Wallace	Royce	East	5
Powell	Dale	Maple	East	5
Poplar Plains	Macpherson	300 ft. North	East	4
Price	Yonge	East end	North	4.5
Princess	King	Duke	East	5
Phoebe	Soho	Beverley	South	5
Pape	Gerrard	Bain	West	5
Pearl	Simcoe	Duncan	North	6
Queen	113 ft. E. of Trefann	Sumach	North	6
Queen	Wilson	Roncesvalles	South	6
Queen	Logan	193 ft. E. of Heward	South	8

## CONCRETE SIDEWALKS—Continued.

Length in. Feet.	Curb.		Completed.	Contractor.
	Class.	Length in Feet.		
1,252.8	5-in. concrete....	1,226.0	May 10, 1907	Day labor.
950.5	.....	.....	May 13, 1907	Ontario Concrete Pav. Co.
486.6	.....	.....	May 2, 1907	Day labor.
207.0	.....	.....	May 10, 1907	Grant Contracting Co.
205.5	5-in. concrete....	205.5	April 26, 1907	Day labor.
451.0	".....	451.0	April 27, 1907	"
154.1	".....	154.1	April 19, 1907	"
294.5	".....	261.5	Nov. 18, 1907	"
294.5	".....	261.5	Oct. 30, 1907	"
204.7	".....	204.7	Sept. 20, 1907	"
267.0	".....	267.0	Aug. 29, 1907	Crescent Concrete Pav. Co.
686.5	".....	669.0	May 14, 1907	" " "
325.5	.....	.....	Oct. 11, 1907	Day labor.
882.7	5-in. concrete....	880.7	Oct. 5, 1907	Queen City Con. Pav. Co.
899.0	".....	904.0	Sept. 27, 1907	" "
447.7	.....	.....	Sept. 19, 1907	Day labor.
331.5	5-in. concrete....	336.0	Aug. 28, 1907	"
489.5	".....	489.5	Aug. 29, 1907	"
722.5	.....	.....	June 1, 1907	Ontario Concrete Pav. Co.
614.4	.....	.....	April 26, 1907	Day labor.
1,754.7	.....	.....	April 25, 1907	Grant Contracting Co.
606.3	.....	.....	June 5, 1907	Day labor.
2,419.5	.....	.....	Nov. 28, 1907	Queen City Con. Pav. Co.
2,370.9	5-in. concrete....	23.0	Nov. 15, 1907	" "
1,460.5	.....	.....	Nov. 15, 1907	Crescent Concrete Pav. Co.
798.8	.....	.....	Nov. 6, 1907	" "
288.0	5-in. concrete....	292.0	Oct. 14, 1907	Grant Contracting Co.
518.0	.....	.....	Sept. 23, 1907	Queen City Con. Pav. Co.
517.0	.....	.....	Sept. 21, 1907	" "
2,092.0	.....	.....	Sept. 6, 1907	W. R. Payne.
2,069.4	5-in. concrete....	2,248.4	Aug. 19, 1907	Ontario Concrete Pav. Co.
136.8	".....	125.8	Aug. 8, 1907	Day labor.
817.4	".....	6.0	July 24, 1907	A. Gardner & Co.
1,633.1	.....	.....	July 13, 1907	Crescent Concrete Pav. Co.
381.0	5-in. concrete....	388.5	June 15, 1907	Day labor.
294.0	".....	8.0	June 8, 1907	"
517.5	".....	519.0	June 3, 1907	"
268.0	".....	268.0	May 7, 1907	"
319.3	.....	.....	May 9, 1907	Grant Contracting Co.
1,608.6	.....	.....	April 24, 1907	Excelsior Con. & Pav. Co.
412.6	.....	.....	April 20, 1907	Crescent Concrete Pav. Co.
1,028.5	.....	.....	Sept. 24, 1907	Excelsior Con. & Pav. Co.
782.9	.....	.....	Aug. 7, 1907	Crescent Concrete Pav. Co.
1,125.5	5-in. concrete....	162.0	July 16, 1907	Queen City Con. Pav. Co.

CONCRETE SIDEWALKS—*Continued.*

Street.	From.	To	Side.	Width Feet.
Queen .....	50 ft. W. Broadview	Don Bridge .....	North ..	6
Queen .....	Pape .....	Leslie .....	South ..	6
Queen .....	Broadview .....	1,117 ft. West .....	South ..	8
Roseberry .....	150 ft. E. Bathurst	180 ft. further east.	North ..	5
Rosedale .....	Park Rd. ....	Rosedale Rd. ....	W. & N.	4
Royce .....	Campbell .....	Symington .....	North ...	5
Regent .....	Wilton .....	Sydenham .....	East. ....	5
Regent .....	Wilton .....	Sydenham .....	West ..	5
Reed .....	Sackville .....	180 ft. East .....	South ..	4
Robert .....	Harbord .....	50 ft. N. of Russell.	West ..	5
Ross .....	College .....	Cecil .....	East ..	5
Richmond .....	Simcoe .....	Duncan .....	North ..	6
Roncesvalles .....	Queen .....	Dundas. ....	East. ....	5
Rolyat .....	Dundas .....	Grove .....	North ..	5
Roxborough .....	Cluny .....	Scarth .....	South ..	4
Richmond .....	Church .....	Jarvis .....	North ..	6
Richmond .....	York .....	Simcoe .....	North ..	6
Richmond .....	York .....	Sheppard .....	South ..	6
Rusholme .....	Bloor .....	Hepbourne. ....	West ..	5
Reid Ave .....	Queen .....	195 ft. North. ....	West ..	4
Reed .....	Sackville. ....	East end. ....	North ..	4
Radenhurst .....	River .....	Don .....	South ..	4
Shaw .....	Bloor .....	Hallam .....	East. ....	5
Sorauren .....	Dundas .....	137 ft. N. of Wright	East. ....	5
Symington .....	Royce .....	City limits .....	East ..	5
St. Thomas .....	Czar .....	Sultan .....	West ..	5
Sullivan .....	Huron .....	Spadina .....	North ..	5
St. Patrick .....	Larch .....	Spadina .....	South ..	5
Sherbourne .....	Front .....	King .....	East. ....	6
Shirley .....	St. Clarens. ....	Lansdowne. ....	North ..	4
St. Clarens .....	Wallace .....	Lappin .....	East. ....	5
Shirley .....	St. Clarens. ....	Lansdowne. ....	South ..	4
St. Clarens .....	Bloor .....	Wallace .....	East. ....	5
St. George .....	Bernard .....	Dupont .....	East. ....	5
Sackville .....	Gerrard .....	Sprnce .....	East. ....	5
Spruce .....	Sackville .....	Sumach .....	South ..	5
Shanly .....	Dufferin .....	Hamburg .....	South ..	5
Simcoe .....	Richmond .....	Queen .....	West ..	8
Stewart .....	Bathurst .....	Portland .....	South ..	5
Symington .....	Bloor .....	Wallace .....	West ..	5
Sproatt .....	Leslie .....	Jones .....	North ..	4.5
Sproatt .....	Leslie .....	Jones .....	South ..	4.5
St. Clarens .....	Bloor .....	Paton Rd. ....	West ..	5
St. Clarens .....	Dundas .....	South end .....	West ..	5
Sussex .....	Robert .....	Spadina .....	North ..	5

## CONCRETE SIDEWALKS—Continued.

Length in Feet.	Curb.		Completed.		Contractor.
	Class.	Length in Feet.			
950.3	.....	.....	June 18, 1907	Schoales & McMurray.	
1,995.8	5-in. concrete	67.9	June 20, 1907	A. Gardner & Co.	
914.8	.....	.....	May 8, 1907	Ontario Concrete Pav. Co.	
183.8	5-in. concrete	183.8	Nov. 5, 1907	Day labor.	
1,019.0	.....	.....	Nov. 9, 1907	"	
306.5	.....	.....	Nov. 9, 1907	Crescent Concrete Pav. Co.	
857.5	5-in. concrete	870.0	Oct. 15, 1907	A. Gardner & Co.	
845.0	"	863.3	Oct. 23, 1907	"	
180.0	.....	.....	Sept. 30, 1907	A. Gardner & Co.	
1,183.0	5-in. concrete	9.0	Sept. 7, 1907	Excelsior Con. & Pav. Co.	
607.9	.....	.....	Aug. 19, 1907	"	
536.8	5-in. concrete	541.3	Aug. 31, 1907	A. Gardner & Co.	
5,122.7	"	179.0	Aug. 6, 1907	Queen City Con. Pav. Co.	
562.0	"	562.0	July 4, 1907	Day labor.	
1,162.5	"	1,170.5	June 20, 1907	Crescent Concrete Pav. Co.	
507.9	.....	.....	June 11, 1907	Grant Contracting Co.	
646.1	.....	.....	June 6, 1907	Dominion Concrete Co.	
492.8	.....	.....	June 10, 1907	"	
774.5	.....	.....	May 11, 1907	W. R. Payne.	
194.2	5-in. concrete	194.2	May 27, 1907	Ontario Concrete Pav. Co.	
496.8	.....	.....	May 2, 1907	Day labor.	
375.2	5-in. concrete	375.2	April 26, 1907	"	
2,058.3	"	2,087.3	Nov. 23, 1907	Dominion Concrete Co.	
1,405.0	.....	.....	Oct. 28, 1907	Day labor	
443.1	5-in. concrete	443.1	Nov. 6, 1907	Crescent Concrete Pav. Co.	
250.0	"	241.0	Oct. 28, 1907	Excelsior Con. & Pav. Co.	
428.5	.....	.....	Oct. 15, 1907	Day labor.	
220.0	.....	.....	Oct. 16, 1907	"	
285.3	.....	.....	Sept. 20, 1907	Grant Contracting Co.	
326.0	.....	.....	Sept. 21, 1907	Day labor.	
942.0	5 in. concrete	946.5	Sept. 24, 1907	Schoales & McMurray.	
316.7	.....	.....	Sept. 23, 1907	Day labor.	
1,456.9	5-in. concrete	1,470.9	Sept. 12, 1907	Schoales & McMurray.	
906.2	.....	.....	Sept. 18, 1907	Crescent Con. Pav. Co.	
417.0	5-in. concrete	417.0	Sept. 4, 1907	Day labor, Order of Coun.	
782.5	"	28.0	Sept. 6, 1907	"	
309.7	"	292.7	Sept. 3, 1907	Ontario Concrete Pav. Co.	
112.4	.....	.....	Aug. 30, 1907	Day labor.	
656.9	.....	.....	Aug. 13, 1907	Dominion Concrete Co.	
1,418.0	5-in. concrete	1,393.6	July 31, 1907	Excelsior Con. & Pav. Co.	
643.2	"	643.2	July 31, 1907	Schoales & McMurray.	
610.7	"	619.7	July 24, 1907	"	
819.9	"	819.9	July 18, 1907	W. R. Payne.	
1,098.0	"	131.1	July 22, 1907	Dominion Concrete Co.	
402.3	"	4.0	June 28, 1907	Day labor.	



## CONCRETE SIDEWALKS—Continued.

Street.	From.	To.	Side.	Width. Feet.
Salisbury .....	Sackville .....	463 ft. East .....	South ..	4
Summerhill .....	180 ft. E. of Ottawa	Shaftesbury .....	South ..	5
Spruce .....	Sackville .....	1st lane E. of Gifford	North ..	5
Spadina .....	College .....	Division .....	East ..	6
St. Marys .....	Yonge .....	North .....	North ..	6
Shaw .....	Bloor .....	Hallam .....	West ..	5
Spadina .....	80 ft. N. of Queen	65 ft. S. of St. Patrick	West ..	6
Sumach .....	Amelia .....	Wellesley .....	East ..	5
Shanley .....	Delaware .....	Dovercourt .....	South ..	5
Spadina .....	St. Andrews .....	60 feet south .....	West ..	6
Shaw .....	College .....	Bloor .....	West ..	5
Shaw .....	Shaw Place .....	North end .....	West ..	5
St. Nicholas .....	Inkerman .....	Irwin .....	West ..	3
St. Nicholas .....	Czar .....	Inkerman .....	West ..	4
Shaw .....	Melville .....	Dupont .....	East ..	5
St. Anne's Rd. ....	Rusholme .....	West end .....	North ..	5
Sherbourne .....	King .....	Front .....	West ..	6
Technical School Gro	nds .....	.....	East ..	5
Tacoma .....	Shaftesbury .....	181 feet north .....	West ..	4
Thorne .....	Shaw .....	East end .....	North ..	5
Treford Place .....	Bellwoods .....	Claremont .....	North ..	4
Taylor .....	Sumach .....	275 feet east .....	North ..	4
Taylor .....	Sumach .....	231 feet west .....	North ..	3.5
Ulster .....	Bathurst .....	Major .....	North ..	5
Ulster .....	Bathurst .....	Major .....	South ..	5
Van Horne .....	Dovercourt .....	Westmoreland .....	South ..	5
Verral .....	Queen .....	211 feet north .....	West ..	4
VanKoughnet .....	Lippincott .....	Borden .....	North ..	5
VanKoughnet .....	Lippincott .....	Borden .....	South ..	5
Withrow .....	Broadview .....	Logan .....	North ..	5
Wellington .....	Yonge .....	118 feet east of Bay.	South ..	10.8
Wellington .....	Yonge .....	100 feet east of Bay.	North ..	9.5-11.1
William .....	Pullan Place .....	Caser Howell .....	East ..	5
Widmer .....	Adelaide .....	Richmond .....	West ..	5
Wolfrey .....	Broadview .....	Bowden .....	South ..	5
Wallace .....	Lansdowne .....	Perth .....	North ..	5
Windsor .....	Wellington .....	Front .....	West ..	5
Windsor .....	Wellington .....	Front .....	East ..	5
Wallace .....	Lansdowne .....	1st tracks west .....	South ..	5
Widmer .....	Richmond .....	Adelaide .....	East ..	5
Wood .....	Yonge .....	Church .....	South ..	5
Wood .....	Yonge .....	Church .....	North ..	5
Wellington .....	Peter .....	John .....	North ..	6
West Lodge .....	Queen .....	242 feet north .....	West ..	5

## CONCRETE SIDEWALKS—Continued.

Length in Feet.	Curb.		Completed.	Contractor.
	Class,	Length in Feet.		
477.0	.....	.....	July 20, 1907	Queen City Con. Pav. Co.
428.7	5-in. concrete....	424.2	July 11, 1907	Excelsior Con. & Pav. Co.
357.0	.....	.....	July 6, 1907	Crescent Concrete Pav. Co.
295.0	.....	.....	June 18, 1907	Ontario Concrete Pav. Co.
634.6	.....	.....	May 30, 1907	Day labor.
2,083.0	5-in. concrete....	2,075.0	June 4, 1907	Constructing & Pav. Co.
1,316.4	.....	.....	June 5, 1907	Dominion Concrete Co.
321.0	5-in. concrete....	325.0	May 31, 1907	Schoales & McMurray.
301.5	.....	.....	June 7, 1907	Constructing and Pav. Co.
81.5	.....	.....	June 5, 1907	Dominion Concrete Co.
2,839.1	.....	.....	June 1, 1907	A. Gardner & Co.
656.2	5-in. concrete ...	656.2	April 25, 1907	Crescent Concrete Pav. Co.
220.0	.....	.....	April 25, 1907	Harvard Concrete Pav. Co.
156.6	.....	.....	April 23, 1907	" " "
227.5	5-in. concrete ...	227.5	April 23, 1907	Crescent Concrete Pav. Co.
232.3	" .....	232.3	Oct. 3, 1907	Excelsior Con. and Pav. Co.
246.7	.....	.....	Aug. 21, 1907	Crescent Concrete Pav. Co.
362.5	.....	.....	April 13, 1907	Day labor. Order of Coun.
181.0	.....	.....	Sept. 17, 1907	"
610.7	5-in. concrete....	610.7	Sept. 10, 1907	Grant Contracting Co.
295.3	" .....	295.0	July 6, 1907	Day labor.
275.6	.....	.....	Sept. 27, 1907	Crescent Concrete Pav. Co.
229.0	5-in. concrete....	229.0	Sept. 10, 1907	Day labor
1,153.9	" .....	1,065.4	June 19, 1907	Grant Contracting Co.
1,161.5	" .....	1,074.1	June 27, 1907	" "
293.0	" .....	294.0	Oct. 15, 1907	Crescent Concrete Pav. Co.
210.9	" .....	228.4	Aug. 6, 1907	Schoales & McMurray.
311.0	" .....	294.8	July 19, 1907	A. Gardner & Co.
311.0	" .....	295.5	July 19, 1907	" "
657.0	.....	.....	Carried over to 1908.	Queen City Con. Pav. Co.
309.2	.....	.....	Nov. 1, 1907	" "
535.0	.....	.....	Oct. 30, 1907	" "
1,741.8	.....	.....	Oct. 23, 1907	Grant Contracting Co.
400.0	.....	.....	Oct. 9, 1907	Day labor.
1,010.5	5-in. concrete....	1,005.0	Sept. 25, 1907	A. Gardner & Co.
1,503.2	" .....	1,534.7	Aug. 29, 1907	Godson Contracting Co.
430.1	" .....	12.0	Aug. 26, 1907	Crescent Concrete Pav. Co.
430.1	" .....	7.3	Aug. 26, 1907	" "
610.8	" .....	610.8	Aug. 15, 1907	Godson Contracting Co.
398.5	.....	.....	Aug. 15, 1907	Dominion Concrete Co.
953.5	5-in. concrete ...	959.5	July 26, 1907	Grant Contracting Co.
952.3	" .....	959.3	July 26, 1907	" "
685.4	.....	.....	July 10, 1907	" "
219.2	.....	.....	June 27, 1907	Constructing and Pav. Co.

## CONCRETE SIDEWALKS—Continued.

Street.	From.	To.	Side.	Width Feet.
West Lodge . . . . .	Queen . . . . .	181 feet north . . . .	East . . . .	5
Woodward . . . . .	Queen . . . . .	Eastern . . . . .	East . . . .	4
Wilton . . . . .	Sumach . . . . .	River . . . . .	North . . . .	5
Wallace . . . . .	Emerson . . . . .	Lansdowne . . . . .	South . . . .	5
Wellesley . . . . .	Sherbourne . . . . .	Ontario . . . . .	North . . . .	6
Yarmouth . . . . .	Christie . . . . .	Shaw . . . . .	South . . . .	4
Yonge . . . . .	Rowanwood . . . . .	Price . . . . .	East . . . .	6
Yonge . . . . .	Wickson . . . . .	Walker . . . . .	West . . . .	6
Yonge . . . . .	Belmont . . . . .	Roxborough . . . . .	West . . . .	6
Yonge . . . . .	Davenport . . . . .	Belmont . . . . .	West . . . .	6
Yonge . . . . .	Bloor . . . . .	Bismarck . . . . .	East . . . .	11—12
Yonge . . . . .	Roxborough . . . . .	Marlborough . . . . .	West . . . .	6
Yonge . . . . .	Marlborough . . . . .	Cottingham . . . . .	West . . . .	11 $\frac{1}{4}$ —11 $\frac{3}{4}$

Total length in feet . . . . .  
 " " miles . . . . .

Area of Exhibition Grand Stand . . . .

Summary :—Day labor works . . . . . 116  
 Contract works . . . . . 312  
 Total number of works . . . . . 428

## CONCRETE SIDEWALKS—Continued.

Length in Feet.	Curb.		Completed.	Contractor.
	Class.	Length in Feet.		
180.2	.....	.....	June 27, 1907	Constructing and Pav. Co.
579.2	5-in. concrete....	579.2	May 27, 1907	Ontario Concrete Pav. Co.
580.7	".....	580.7	May 20, 1907	Day labor.
438.0	".....	442.5	April 29, 1907	Crescent Con. Paving Co.
650.8	.....	.....	May 1, 1907	Grant Contracting Co.
1,322.0	.....	.....	Oct. 5, 1907	"
238.2	.....	.....	Sept. 13, 1907	Crescent Con. Pav. Co.
244.2	.....	.....	Sept. 18, 1907	Day labor.
942.4	.....	.....	Aug. 10, 1907	Constructing & Paving Co.
831.7	.....	.....	Aug. 10, 1907	"
283.2	.....	.....	May 27, 1907	Day labor.
591.4	.....	.....	May 18, 1907	Dominion Concrete Co.
248.8	.....	.....	May 31, 1907	Day labor.
298,780.0	.....	120,732.6		
56,587	.....	22,866		
60,770 sq. feet.				

TABLE No. 8.

Class of Pavement.	Total sq. yds. in City.	Total miles in City.	Square yards laid in 1907.	Year first laid.	Maximum grade of pavement, %	Guaranteed period of years.	Maximum cost per sq. yd. 1907. \$ %	Minimum cost per sq. yd. 1907. \$ %	Average cost per sq. yd. 1907. \$ %	Remarks.
Asphalt .....	1,378,894	80.04	213,090	1888	4.73	10	2 27 1 83	2 14 1 50	2 19 1 62	Heavy. Light.
Brick on concrete .....	320,987	20.73	.....	1893	5.50	5	.....	.....	2 20	On 4-inch concrete.
Brick (bulk) .....	15,031	.842	.....	1899	.....	5	.....	.....	2 42	On 6 inch concrete.
Brick on broken stone .....	32,009	2.218	.....	1896	.....	5	.....	.....	.....	None laid in 1907.
Brick on gravel .....	.....	.....	.....	1881	3.78	5	.....	.....	.....	" "
†Cedar block .....	.....	.....	1,264	.....	.....	5	.....	.....	.....	" "
Cedar block .....	544,407	32.29	.....	1880	.....	5	.....	.....	0.80	On gravel.
Gravel .....	75,000	5.83	.....	1884	.....	5	.....	.....	.....	None laid in 1907.
*Scoria and granite .....	83,880	4.874	.....	.....	.....	.....	.....	.....	.....	.....
Macadam .....	671,639	47.83	22,612	1900	4.20	1	.....	.....	.....	.....
Tar macadam .....	86,619	6.43	10,427	.....	3.70	1	.....	.....	.....	.....
Bitulithic .....	150,062	10.33	61,477	.....	10.94	10	2 25	2 25	2 25	13 inches in depth.

†On Concrete.

\*Street Railway track allowance not included in total mileage.



TABLE No. 9.

GIVING MILEAGE OF CEMENT, CONCRETE AND BRICK SIDEWALKS CONSTRUCTED IN  
THE CITY OF TORONTO.

Year.	Cement Concrete.	Brick.	Total.
Up to 1889 .....	1.190		1.190
1890 .....	1.426		1.426
1891 .....	1.950		1.950
1892 .....	1.508		1.508
1893 .....	2.259		2.259
1894 .....	1.137		1.137
1895 .....	1.918		1.918
1896 .....	0.612	0.204	0.816
1897 .....	1.050	0.820	1.870
1898 .....	2.107	1.190	3.297
1899 .....	5.470	0.290	5.760
1900 .....	15.227	0.038	15.265
1901 .....	17.305	0.511	17.816
1902 .....	27.360	0.949	27.409
1903 .....	34.896	0.093	34.989
1904 .....	31.058	0.001	31.059
1905 .....	37.500	0.037	37.537
1906 .....	43.536	0.130	43.666
1907 .....	58.309		58.309
Totals, . . . . .	285.818	3.363	289.181

TABLE No. 10.  
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1907.

Street.	Side.	From.	To.	Width in Feet.	Length in Feet.	Description.
Adelaide .....	N	Bathurst .....	Spadina .....	5	1,923	With 5-in. curb
Alexander .....	N	Church .....	MacMillan .....	5	325.2	Next curb....
Anderson .....	S	William .....	University.....	4	368.4	With curb ....
Argyle.....	S	Gladstone .....	Northcote .....	5	277	Next curb....
Avenue Rd .....	W	Edmond .....	St. Clair .....	5	1,430.3	Pres. position.
Bathurst .....	E	Wolseley .....	St. Patrick... ..	6	1,214.2	Pres. position.
Bathurst .....	E	Nassau .....	Rosebery .....	6	569½	Pres. position.
Bellvue Pl. ....	S	Denison .....	Carlisle .....	5	546	Next curb....
Bellwoods .....	E	Arthur .....	Treford .....	5	532.5	2 ft from C. line
Belmont .....	N	Yonge .....	Davenport .....	5	1,071.5	Next curb....
Bernard .....	N	St. George .....	Admiral .....	5	241.5	Next curb....
Blevins Pl. ....	N	Sumach .....	East end .....	4	307.9	With curb....
Blevins Pl. ....	S	Sumach .....	East end .....	4	260.8	With curb....
Brookfield.....	E	Queen .....	Humbert .....	5	649	Next curb ....
Binscarth.....	N	Glen Rd .....	1,131 ft. E. ....	5	949	With curb....
Brant .....	E	Farley .....	King .....	5	742.3	Next curb....
Cameron Pl. ....	S	Cameron .....	Vanauley .....	4	139	With curb....
Casimir.....	E	St. Patrick .....	North end.....	4	191.6	Next curb ....
Claremont .....	W	Arthur.....	Mansfield.....	5	873.7	With curb....
Castle Frank....	E & S	Dale.....	Hawthorne....	5	795.8	Next curb....
College.....	N	Dovercourt....	278 ft. W. ....	5	277.2	Pres. position.
Collier .....	N	Yonge .....	Park Rd .....	5	618	Next curb....
Commercial lane	N	Jarvis .....	Francis. ....	3.8	123.2	Next S. line ..
Cottingham .....	N	Avenue Rd....	639 ft. E. ....	5	612.8	Next curb....
Dale .....	N	Maple .....	Castle Frank....	5	828.8	Pres. position..
Davies.....	E	Queen .....	Matilda .....	4.6	Not finished. ....	
Duke .....	S	Frederick .....	Sherbourne....	6	289	Next curb....
Dupont.....	S	St. George .....	Huron .....	5	282.7	Next curb ....
Dupont.....	S	Howland.....	177½ ft. E. ....	5	177.3	With curb....
Edwin .....	W	Royce .....	Humberside... ..	4	369	With curb....
Elizabeth .....	E	Queen .....	Edward .....	6	154.4	Next curb....
Elizabeth .....	W	College .....	Grenville .....	5	213.8	Next curb....
Eliott .....	S	Broadview .....	Bolton .....	5	815	Next curb....
Elmer .....	W	Queen .....	N. city limits..	4	200.6	With curb....
Essex .....	N	Shaw .....	Christie .....	4	1,312	With curb....
Essex .....	S	Shaw .....	Christie .....	4	1,311.5	With curb....
Esther .....	W	Queen .....	Grange .....	5	1,123.7	O. of C .....
Esther .....	E	Wolseley .....	Grange .....	5	899	.....
Euclid .....	W	Arthur .....	College.....	5	1,504.5	2 ft. from C.L.
Elm Ave .....	S	Nanton.....	Hawthorne....	5	307.7	Next curb....

TABLE No. 10.  
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1907.

City's Tender per Lin. ft.	Next Lowest Tender per Lin. ft.	Actual cost of work included in Tender.	Cost of work not included in Tender.	Cost of work included in Tender.	Total cost of work exclusive of interest on money.	Total cost of work based on Contractors' lowest Tender.	The difference between the City's cost and next lowest Contractor.	
							Gain.	Loss.
¢ c.	¢ c.	Cts.	¢ c.	¢ c.	¢ c.	¢ c.	¢ c.	¢ c.
1 16	1 17 <sup>1</sup> <sub>2</sub>	.984	39 74	1,892 20	1,931 94	2,299 27	367 38	.....
70	72	.60	3 96	194 55	198 51	238 10	39 59	.....
1 00	1 03	.899	66 57	331 39	397 96	446 02	48 06	.....
75	79	.637	2 78	176 64	179 42	221 61	42 19	.....
76	.....	.766	421 90	1,076 91	1,498 81	1,508 93	10 12	.....
86	88 <sup>1</sup> <sub>2</sub>	.863	15 32	1,046 96	1,062 28	1,089 89	27 61	.....
86	95	.98	25 72	558 41	584 13	566 75	.....	17 38
70	74	.....	20 98	419 70	440 68	425 02	.....	15 66
75	.....	.609	16 84	371 64	388 48	416 22	27 74	.....
73	80	.582	13 84	624 46	638 30	871 01	232 74	.....
72	78	.....	4 24	156 12	160 36	192 61	32 25	.....
1 06	1 10	.886	4 76	272 79	277 55	343 45	65 90	.....
1 02	.....	.75	10 82	196 43	207 25	276 84	69 59	.....
72	73	.58	7 71	376 62	384 33	481 48	97 15	.....
1 25	1 34	.911	18 27	864 50	882 77	1,289 93	407 16	.....
1 11	.....	.658	296 92	488 62	785 54	823 95	38 41	.....
1 06	1 10	.966	11 60	134 24	145 84	164 50	18 66	.....
64	65	.568	1 88	108 92	110 80	126 42	15 62	.....
1 18	1 19	1.207	30 18	1,054 47	1,084 65	1,069 88	.....	14 77
76	80	.....	10 09	526 16	536 25	646 73	110 48	.....
75	79	.683	95	189 31	190 26	219 94	29 68	.....
75	.....	.522	3 91	423 11	427 02	467 41	40 39	.....
60	66	.501	1 11	62 81	63 92	83 74	9 82	.....
74	79	.762	13 23	466 84	480 07	497 34	17 27	.....
77	74	.596	39 05	494 12	533 17	652 36	119 19	.....
65	70	.....	.....	161 15	161 15	.....	.....	.....
90	1 02	.728	3 64	214 12	214 12	298 42	84 30	.....
70	75	.747	11 00	211 18	222 18	223 03	85	.....
1 22	1 25	.832	2 83	147 61	150 44	224 46	74 02	.....
1 04	.....	.936	15 74	345 41	361 15	399 50	38 35	.....
Order of	Comm.	.888	47 60	1,371 45	1,419 05	.....	.....	.....
77	80	.749	263 00	150 32	152 95	173 67	20 72	.....
74	78	.567	87 45	462 51	549 96	623 15	173 19	.....
1 12	1 20	1.016	2 75	203 94	206 69	243 47	36 78	.....
1 12	1 14	.876	18 87	1,149 18	1,168 05	1,514 55	346 50	.....
1 12	1 14	.879	119 72	1,153 21	1,272 93	1,614 83	341 91	.....
.....	.....	.747	24 51	1,288 67	1,313 18	.....	.....	.....
73	78	.704	383 41	633 03	1,016 47	1,084 63	68 16	.....
70	.....	.708	34 69	1,066 33	1,101 02	1,087 84	.....	13 18
75	.....	.612	3 79	189 88	193 17	234 57	41 40	.....

TABLE No. 10.—*Continued.*  
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1907.

Street.	Side.	From.	To.	Width in Feet.	Length in Feet.	Description.
Elm St. ....	N	Centre. ....	University ...	6	222	Pres. position.
Exhibition. ....		Strachan. ....	750 W. ....	6	755.7	Pres. position.
Exhibition. ....		Ry. Bldg. ....	.....	6	222.6	Pres. position.
Exhibition. ....		N.S. roadway N. of Grand Stand.	.....	6 8	625.9	.....
Exhibition. ....		Grand Stand. ....	.....	6.07	70 sq. ft.	.....
Exhibition. ....		Agricultural Hall. ....	.....	8.16	249.5	.....
Exhibition. ....		East end of Grand Stand. ....	.....	8	140.07	.....
Exhibition. ....		N. and W. side of Grand Stand.	.....	10.	1,047.5	.....
				5-12		
Geneva. ....	S	Sumach. . . *	To east end. ....	4	400.6	Next curb. ....
Hallam. ....	S	Concord. ....	Delaware. ....	4	261	With curb. ....
Harbord. ....	S	Major. ....	Brunswick. ....	5	290.2	Pres. position.
Harbord. ....	S	Huron. ....	Spadina. ....	5	484.5	With curb. ....
Herrick. ....	N	Bathurst. ....	Markham. ....	5	270.2	With curb. ....
Herrick. ....	S	Bathurst. ....	Markham. ....	5	270.2	With curb. ....
Homewood. ....	W	Wellesley. ....	N. end. ....	4	136.9	Pres. position.
Howland. ....	E	.....	Wells. ....	5	725.7	Next curb. ....
Huxley. ....	S	Cowan. ....	Dunn. ....	5	356.6	With curb. ....
Huxley. ....	S	Spencer. ....	Cowan. ....	5	250.6	With curb. ....
Jerome. ....	N	Dundas. ....	267 ft. W. ....	5	268	With curb. ....
King St. Subway	N	.....	.....	8	580	With curb. ....
King St. Subway	S	.....	.....	8	660.4	With curb. ....
Laburnam. ....	S	Jameson. ....	Dowling. ....	5	792.6	Pres. position.
Logan. ....	E	First. ....	Ry. Track. ....	5	445.2	Next curb. ....
London. ....	S	Palmerston. ....	125 ft. W. ....	5	126.4	With curb. ....
Lennox. ....	N	Markham. ....	Palmerston. ....	5	264	With curb. ....
MacPherson. ....	S	Avenue Rd. ....	685 ft. W. Yonge	5	1,231	With curb. ....
Manning. ....	E	Queen. ....	Robinson. ....	4	531	Next curb. ....
Manning. ....	W	Queen. ....	Robinson. ....	4	514.8	Next curb. ....
Markham. ....	E	Queen. ....	Robinson. ....	5	536.5	Next curb. ....
Markham. ....	W	Queen. ....	Robinson. ....	5	540	Next curb. ....
Marjory. ....	E	280 ft. s. Gerrard	434 ft. s. Gerrard	5	154.1	With curb. ....
Matilda. ....	N	Munroe. ....	Steiner. ....	4	205.5	With curb. ....
Matilda. ....	S	Munroe. ....	Davies. ....	4	451	With curb. ....
Maude. ....	W	Farley. ....	Adelaide. ....	5	446	Next curb. ....
Metcalf. ....	W	Carlton. ....	Winchester. ....	5	480.6	Pres. position
McGill. ....	N	Church. ....	Mutual. ....	5	381	With curb. ....
Muir. ....	S	Sheridan. ....	200 ft. east. ....	4	198.4	With curb. ....
Morley. ....	E	Queen. ....	N. City limits. ....	5	200.3	With curb. ....
Northern Pl. ....	W	Shirley. ....	South end. ....	4	204.7	With curb. ....
Northumberland	N	Delaware. ....	Concord. ....	4	261.5	With curb. ....

TABLE No. 10—Continued.  
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1907.

City's Tender per Lin. ft.	Next lowest Tender per Lin. ft.	Actual cost of work included in Tender.		Cost of work not included in Tender.	Cost of work included in Tender.	Total cost of work, exclusive of interest on money.	Total cost of work, based on Contractors' lowest Tender.	The difference between the City's cost and next lowest Contractor.	
		Cts.	¢ c.					Gain.	Loss.
90.	.....	790	13 00	2 04	175 81	188 81	212 80	23 99	.....
Order of Coun.	.....	.....	.....	.....	587 70	589 74	.....	.....	.....
Order of Coun.	.....	1.032	.....	.....	159 00	159 00	.....	.....	.....
Order of Coun.	.....	.....	.....	.....	685 43	685 43	.....	.....	.....
Order of Coun.	.....	.....	.....	.....	7,261 00	7,261 00	.....	.....	.....
Order of Coun.	.....	.....	.....	.....	275 00	275 00	.....	.....	.....
Order of Coun.	.....	.....	.....	.....	134 00	134 00	.....	.....	.....
Order of Coun.	.....	.....	.....	.....	1,374 00	1,374 00	.....	.....	.....
60	64	514	16 91	206 24	223 15	223 15	273 29	50 14	.....
1 06	.....	771	3 60	201 22	204 82	280 26	75 44	.....	.....
77	.....	665	2 88	193 11	195 99	226 33	30 34	.....	.....
1 20	.....	978	31 37	473 98	505 35	612 77	107 42	.....	.....
1 15	1.175	1,034	22 67	292 77	315 44	340 16	24 72	.....	.....
1 15	1.175	833	22 16	238 66	260 82	389 65	78 83	.....	.....
64	68	575	1 32	79 07	80 39	94 41	14 02	.....	.....
74	75	728	7 50	528 83	536 33	551 78	15 45	.....	.....
1 18	1 20	962	5 25	351 70	356 95	433 17	76 22	.....	.....
1 14	1 35	142	40 11	357 68	397 79	378 42	19 37	.....	.....
1 25	1 30	970	.....	260 11	260 11	.....	88 29	.....	.....
Order of Coun.	.....	1,286	.....	746 26	746 26	.....	.....	.....	.....
Order of Coun.	.....	127	.....	830 32	830 32	.....	.....	.....	.....
Order of Coun.	.....	612	51 12	484 26	535 38	.....	.....	.....	.....
75	.....	706	4 20	314 31	318 51	338 10	19 59	.....	.....
1 17	1 25	1,104	15 26	139 57	154 83	173 26	18 43	.....	.....
1 17	.....	1,0008	30 68	246 21	276 89	339 56	62 67	.....	.....
1 15	1 18	1,147	38 87	1,412 94	1,451 81	1,491 45	39 64	.....	.....
60	63	639	5 57	339 59	345 16	340 10	5 06	.....	.....
60	63	574	5 65	296 95	302 60	329 97	27 37	.....	.....
75	775	574	7 09	308 01	315 10	422 88	107 78	.....	.....
75	775	676	33 57	365 09	398 66	452 07	53 41	.....	.....
1 25	.....	1,232	2 46	189 85	192 31	195 09	2 78	.....	.....
98	98	934	3 58	191 96	195 54	205 21	9 43	.....	.....
1 00	1 02	81	7 61	365 32	372 96	467 66	94 70	.....	.....
73	75	587	4 57	260 01	264 58	339 07	74 49	.....	.....
70	.....	677	12 36	325 21	337 59	348 78	11 21	.....	.....
1 15	1 17	788	.....	300 54	300 54	.....	145 23	.....	.....
1 04	1 05	851	2 90	168 68	171 58	211 22	39 64	.....	.....
1 20	.....	1,077	3 19	214 71	217 90	245 55	25 65	.....	.....
1 05	.....	856	2 81	175 59	178 40	217 75	39 35	.....	.....
1 06	1 08	902	22 44	245 97	268 41	304 86	36 41	.....	.....



TABLE No. 10.—*Continued.*  
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1907.

Street.	Side.	From.	To.	Width in Feet.	Length in Feet.	Description.
Northumberland	S	Delaware	Concord	4	261.5	With curb
Oaklands	E	Cottingham	411 ft. n.	5	447.7	Next curb
Olive	N	Palmerston	Manning	5	614.4	Next curb
Orde	N	Murray	University	4	325.5	Pres. position
Oriole Rd	C	Lake Shore	600 ft. north	4	666.3	Pres. position
Oxford	N	Augusta	Bellvue	5	331.5	With curb
Oxford	S	Bellvue	Lippincott	5	439.5	With curb
Perth	W	Bloor	126 ft. south	4.5	125.8	With curb
Poplar Plains	E	MacPherson	300 ft. north	4	294	1 ft. from s. l.
Powell	E	Dale	Maple	5	377	With curb
Price	N	Yonge	East end	4.5	517.5	With curb
Princess	E	King	Duke	5	268	With curb
Queen St. Subway	E	retaining wall		1' x 3' 6"	192	Order of Council.
Radenhurst	S	River	Don	4	390.1	With curb
Reid	N	Sackville	East end	4	496.8	Pres. position
Rolyat	N	Dundas	Grove	5	562	With curb
Roseberry	N	150 ft. east of Bathurst.	180 further e.	5	208.8	With curb
Rosedale Rd.	WN	Park Rd	Rosedale Rd & Cres.	4	1,039	Next curb
Sackville	E	Gerrard	Spruce	5	417	With curb
Shirley	N	St. Clarens	Lansdowne	4	326	Next curb
Shirley	S	St. Clarens	Lansdowne	4	316.7	Next curb
Simcoe	W	Queen	Richmond	8	112.4	Next curb
Sorauren	E	Dundas	137 ft. north of Wright.	5	1,388	2 ft. from c. l.
Spruce	S	Sackville	Sumach	5	782.5	Next curb
St. Mary's	N	Yonge	North	6	634.1	Next curb
St. Patrick	S	Larch	Spadina	5	220	Next curb
Sullivan	N	Huron	Spadina	5	434.9	Next curb
Sussex	N	Robert	Spadina	5	402.3	Next curb
Tacoma	W	Shaftesbury	181 ft. north	4	181	Next curb
Taylor	N	Sumach	231 ft. west	3' 6"	229	With curb
Technical School				5	362.5	Pres. position
Treford Pl.	N	Claremont	Bellwoods	4	291	With curb
Widmer	W	Richmond	Adelaide	5	400	Next curb
Wilton	N	Sumach	River	5	580.7	Next curb
Yonge	E	Bloor	Bismarck	11.4	283.2	Next curb
Yonge	W	Marlborough	Cottingham	11.3	248.8	Next curb
Yonge	W	Wickson	Walker	6	244.2	Pres. position

TABLE No. 10.—Continued.  
CONCRETE WALKS CONSTRUCTED BY DAY LABOR, 1907.

City's Tender per Lin. ft.	Next Lowest Ten- der per Lin. ft.	Actual Cost of Work included in Tender.	Cost of Work not included in Ten- der.	Cost of Work in- cluded in Ten- der.	Total Cost of Work exclusive of in- terest on money.	Total Cost of Work based on Con- tractors' lowest Tender.	The difference between the City's cost and next lowest Contractor.	
							Gain.	Loss.
\$ c.	\$ c.	cts.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1 06	1 09	.812	22 44	212 47	234 91	307 48	72 56	.....
75	78	.599	4 57	268 40	272 92	353 78	80 80	.....
78	79	.782	69 45	480 90	550 35	554 83	4 48	.....
60	.695	.579	2 94	188 56	191 50	229 16	37 66	.....
68	.....	.576	17 25	349 91	367 16	429 53	62 37	.....
1 15	1 16	.949	9 96	314 63	324 59	394 50	69 91	.....
1 15	1 16	.924	7 65	452 72	460 37	575 47	115 10	.....
1 10	1 17	.944	10 52	117 78	128 30	159 71	29 41	.....
64	...	.631	98 74	185 64	284 38	186 90	2 52	.....
1 18	.....	.929	19 63	350 39	370 02	464 43	94 47	.....
1 12	.....	.885	8 48	458 20	456 68	588 08	121 40	.....
1 14	1 25	.982	4 47	262 98	267 43	339 47	73 02	.....
.....	.....	.....	.....	219 60	219 60	.....	.....	.....
1 04	.....	.804	6 72	313 77	320 49	412 42	91 93	.....
62	64	.502	1 60	289 61	291 21	319 55	28 34	.....
1 17	1 19	.882	8 99	495 79	504 78	677 77	173 00	.....
1 17	1 19	1.131	2 87	236 18	239 05	251 34	12 29	.....
60	64	.560	9 32	582 23	591 55	674 28	82 73	.....
Order Co	uncil..	.858	.....	358 32	358 32	.....	.....	.....
60	64	.611	2 64	199 26	201 90	211 28	9 38	.....
55	67	.531	2 56	168 21	170 77	214 75	33 98	.....
1 20	1 25	.956	101 58	107 46	209 04	242 08	33 04	.....
72	74	.664	34 18	921 67	955 85	1,061 30	105 45	.....
Order Co	uncil..	.467	11 76	366 07	377 83	.....	.....	.....
80	90	.721	9 20	457 63	466 83	579 84	113 06	.....
75	80	.579	2 20	127 42	129 62	178 20	48 58	.....
75	79	.729	7 51	317 38	324 89	351 08	26 19	.....
75	81	.60	1 68	249 46	251 14	327 54	76 40	.....
64	.....	.54	1 86	97 88	99 74	117 70	17 96	.....
1 00	1 03	.778	3 15	178 39	181 54	239 02	57 48	.....
Order Co	uncil.	1.15	.....	416 95	416 95	.....	.....	.....
1 04	1 05	.90	7 37	261 94	269 31	312 92	43 61	.....
75	.775	.623	4 57	249 23	253 80	314 57	70 67	.....
1 15	1 24	.984	10 25	570 88	581 13	730 32	149 18	.....
18.5	21	pr. sq. .143	.....	464 15	464 15	677 98	213 83	.....
per sq.	.....	.....	.....	.....	.....	.....	.....	.....
19 00	20	.123	6 06	347 10	353 16	568 35	215 19	.....
87	95	.745	3 16	182 10	185 26	235 10	49 89	.....
.....	.....	.....	2,779 10	54,829 74	57,608 77	.....	6,901 68	85 42
.....	.....	.....	.....	.....	.....	.....	85 42	.....
.....	.....	.....	.....	.....	Net profit.....	.....	6,816 26	.....

TABLE No. 11.

## PAVEMENTS.

No.	Street.	From.	To	Class of Pavement.	Width in Feet.	Length in Feet.
1	Albert .....	James .....	Teraulay .....	Asphalt block ....	34	330
2	Anderson .....	McCaul.....	University .....	Vitrified block....	16	616
3	Atkins.....	303 ft. E. of Brook.	Sheridan .....	Brick .....	18	148
4	Berti .....	Queen .....	Richmond .....	Asphalt .....	24	210
5	Burnfield .....	Shaw.....	Ossington .....	Brick .....	21	597
6	Court.....	Church.....	Toronto .....	Treated wood block	24	359
7	Davies.....	Queen .....	Matilda .....	Brick .....	21	621
8	Denison .....	Queen .....	Bellevue Pl.	Macadam .....	24	1,795
9	Dupont.....	Christie .....	700 ft. west..	Macadam .....	38	700
10	Elm Ave.....	Nanton.....	Hawthorne .....	Macadam .....	24	345
11	East Don Espl.	Queen .....	250 ft. N. of Matilda.	Vitrified block....	28	932
12	East Don Espl.	250 ft. N. of Matilda.	162 ft. further north.	Vitrified block....	28	162
13	Esther.....	Queen .....	Farley .....	Brick .....	30	211
14	Gerrard .....	Pape .....	Leslie.....	Brick .....	13.3	1,978
15	Grace .....	1,494 ft. N. College.	800 ft. further north.	Grading, O. of C..	40	800
16	George.....	King .....	Front .....	Vitrified block..	14.25	274
17	Glasgow .....	280 ft. north of Cecil.	101 ft. further north.	Concrete gran. top	Variable	101
18	Hogarth .....	Broadview ..	Logan .....	Macadam .....	24	2,062
19	Kintyre .....	Broadview ..	Monroe .....	Brick .....	18	419
20	King St subway	E. and W. ap	proaches.....	Vitrified block....	12-15	111.3
21	Lane 1st W. of Yonge.	Wellington..	183 ft. north.	Vitrified block....	10-11	183
22	Lane 1st E. of Simcoe.	Wellington..	Front .....	Granite setts.....	12-18	305
23	Millstone Lane.	317 ft. E. of York.	123 ft. further east.	Asphalt block....	18	123
24	Pendrith .....	Christie .....	508 ft. west..	Cedar block.....	24	474
25	Peter .....	Wellington..	Front .....	Vitrified block....	24	427
26	Rosedale Road.	Park Road..	Rosedale Rd. N. E. Cres't	Macadam .....	21	960
27	Royce .....	Lansdowne..	Ry. Tracks..	Brick .....	24	2,854
28	Ryerson.....	Queen .....	Wolseley .....	Asphalt .....	13.5	253
29	Scoria crossings	Exhibition....	.....	Order of Council ..	.....	.....
30	Seaton Square..	South-west &	N. Branches.	Asphalt .....	24	772
31	Simcoe .....	King .....	Wellington..	Asphalt block....	34	435
32	Soho.....	Dundas.....	Ry. Tracks..	Brick .....	24	258

TABLE No. 11.

## PAVEMENTS.

City's Tender.	Next Lowest Tender.	Cost of work not included in Ten- der.	Actual cost of work included in Ten- der.	Total cost of work exclusive of in- terest on money.	Total cost of work based on Con- tractors' lowest Tender.	Difference between the Actual cost and the cost based on Contractors' next lowest Tender.	
						Gain.	Loss.
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
4,167 50	.....	64 61	3,851 43	3,916 04	.....	316 07	.....
2,545 00	2,786 00	30 19	2,481 06	2,511 25	2,816 19	304 94	.....
584 00	616 00	101 86	566 08	667 94	717 86	49 92	.....
Order of Council.	.....	.....	829 93	829 93	.....	.....	.....
3,068 00	3,229 00	86 92	3,091 95	3,178 87	3,315 92	137 05	.....
2,967 00	3,307 00	40 19	361 39	3,101 58	3,347 19	245 61	.....
3,918 00	.....	23 20	3,660 35	3,683 55	.....	257 65	.....
3,917 00	.....	524 87	3,865 60	4,390 47	.....	51 40	.....
4,155 00	4,672 00	283 43	5,079 51	5,362 94	4,955 43	.....	407 51
Order of Council.	.....	20 66	1,669 13	1,689 79	.....	.....	.....
8,042 00	8,691 00	155 10	7,224 06	7,379 16	8,846 10	1,466 94	.....
Order of Council.	.....	47 60	1,255 82	1,303 42	.....	.....	.....
1,815 00	1,816 00	21 61	1,643 98	1,665 59	1,837 61	173 00	.....
14,862 00	15,668 22	149 58	13,099 09	13,248 67	15,817 80	2,568 91	.....
3,000 00	1,400 00	.....	914 27	914 27	.....	.....	.....
Cut.	Fill.	.....	.....	.....	.....	.....	.....
2,316 00	2,387 00	86 61	2,325 95	2,412 56	2,473 61	61 05	.....
532 00	.....	85 31	521 09	606 40	.....	10 91	.....
15,395 00	.....	521 72	11,642 38	12,164 10	.....	3,752 62	.....
1,900 00	2,049 00	35 81	1,819 13	1,854 94	2,034 81	229 87	.....
Order of Council.	.....	.....	6,784 02	6,784 02	.....	.....	.....
554 00	599 00	3 20	534 27	537 47	602 20	64 73	.....
2,034 00	2,361 00	24 03	2,289 04	2,313 07	2,385 03	71 96	.....
796 00	.....	82 98	742 86	825 84	.....	53 14	.....
1,684 00	1,860 00	20 10	1,538 95	1,559 05	1,880 10	321 05	.....
2,781 00	2,859 00	34 36	2,697 87	2,732 23	2,893 36	161 13	.....
511 00	5,786 00	104 00	5,759 59	5,862 59	5,890 00	27 41	.....
Order of Council.	.....	92 04	17,634 43	17,726 47	.....	.....	.....
837 00	888 00	26 76	770 77	797 53	914 76	117 23	.....
.....	.....	.....	945 23	945 23	.....	.....	.....
3,751 00	3,960 00	904 46	2,866 32	3,770 78	4,864 46	1,093 68	.....
5,703 00	.....	88 78	5,152 14	5,240 92	.....	550 86	.....
1,734 00	1,825 00	20 96	1,439 57	1,460 53	1,845 96	385 43	.....

TABLE No. 11.—*Continued.*

## PAVEMENTS.

No.	Street.	From.	To.	Class of Pavement.	Width in Feet.	Length in Feet.
33	Strachan . . . . .	G.T.R. tracks	612 ft. south.	Asphalt block . . . .	30	596
34	West Don Espl.	Queen . . . . .	Mark . . . . .	Vitrified block . . . .	28	1,157
35	Wellington . . . .	Yonge . . . . .	Bay . . . . .	Treated wook bl'ck	42	590
36	Windsor . . . . .	Wellington..	Front . . . . .	Vitrified block . . . .	21	428



TABLE No. 11.—*Continued.*

## PAVEMENTS.

City's Tender.	Next Lowest Tender.	Cost of work not included in Ten- der	Actual cost of work included in Ten- der.	Total cost of work, exclusive of in- terest on money.	Total cost of work, based on Con- tractors' lowest Tender.	Difference between the actual cost and the cost based on Contractors' next lowest Tender.	
						Gain.	Loss.
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
6,614 00	.....	66 74	5,892 37	5,959 11	.....	721 63	.....
9,567 00	10,285 00	.....	7,000 00	*7,000 00	.....	.....	.....
10,050 00	10,685 00	145 85	8,818 42	8,964 27	10,830 85	1,866 58	.....
2,811 00	2,924 00	29 23	2,759 73	2,788 96	2,953 23	164 27	.....
		3,922 76	142,226 78	146,149 54		15225 04	407 51

Net gain. .... \$14,817.53.

\* Incomplete.

TABLE No. 12.

WORKS CONSTRUCTED AS LOCAL IMPROVEMENTS FROM 1892 TO 1907 (INCLUSIVE).

Class of Work.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	Total.
Asphalt.....	9	7	7	4	3	4	14	28	27	25	24	26	83	30	39	76	356
Asphalt Block.....													1	1	1	4	7
Bitulithic.....													4	9	18	28	59
Brick.....				2	6	16	13	23	13	7	11	10	12	8	8	8	138
Gravel Roadways..						16		1	1								18
Cobble stone Pav'ts	5								1								6
Stone Setts.....										1		1		1		1	4
Macadam Roadways	1		1	4	5	3	13	24	14	16	24	14	14	12	4	6	155
Tar Macadam Pav'ts									1	1	6	12	8	9	2	2	41
Cedar Block Pav'ts..	20	14	6	7	3	7	19	20	24	12	10	6	3	6	3	1	161
Concrete Pav'ts....				3			1				1	2	1	2	2	6	18
Scoria Block. ....	1																1
Con. and Stone Curb										1	3	4	6	15	23	42	94
Wood Curb.....										3	1	1					5
Concrete Walks....	6	3	6	11	6	13	25	37	85	118	188	236	247	276	359	428	2,044
Brick Walks ....					1	8	14	4	1	2	1		1	1	1		34
Stone Flag Walks..	1	1															2
Grading .....													2	2	1	2	7
Wood Block.. ....														2		4	6
Vitrified Block....														3	2	13	18
	43	25	20	31	24	67	99	137	167	186	269	312	332	378	463	621	3,174

## REPAIRS AND MAINTENANCE OF BRIDGES, WHARVES, ETC. 1907.

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CITY ENGINEER'S DEPARTMENT,  
Toronto, December 31st, 1907.

*Mr. C. H. Rust,*  
*City Engineer:*

DEAR SIR,—Herewith I submit a statement of work done during the past year.

### LAMB'S BRIDGE.

Slight repairs only were done to the deck of this bridge. The turning machinery was overhauled and adjusted.

This bridge was opened during the time the bridge tender was employed, from May 15th to November 30th, a period of twenty-eight and a half weeks, 2,794 times, or an average of 19.07 per day. The largest number of times it was opened in one day was 44, on the 21st September; not a day passed without the bridge being opened; the only day it was opened but once was on May 15th. The bridge was opened 166 times in May; 508 in June; 537 in July; 595 in August; 510 in September; 334 in October, and 144 in November, or 100 times more than in 1906, and averaging more than twice the number each day.

### CHERRY STREET BRIDGE.

One new wearing course was put on and the operating gear adjusted so that the bridge could be opened during the first freshets for the passage of ice. The centre pier and abutments are constantly altering in position from sinking, so that the bridge could not be opened without some considerable adjustment. In the near probability of this channel being closed it is not worth while to spend any more than possible to keep the traffic over it safe.

### RIVERDALE PARK FOOTBRIDGE.

During the freshets in the spring the temporary supports under the centre of the bridge were carried away. These were renewed and remained in use until the late fall, when on examination the structure was

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found to be in a dangerous condition, and it was determined to take it down. A contract was let for a new steel bridge in one span, which is now in course of construction.

#### GLEN ROAD BRIDGE.

Only slight repairs required to deck and sidewalks this season. New deck will be required in coming year.

#### SHERBOURNE STREET BRIDGE.

The entire deck of this bridge, both planking and joists, was removed and renewed, the guard railing removed, repaired, replaced and repainted.

#### HUNTLEY STREET BRIDGE.

Some slight repairs were made to deck and sidewalk. It will require entire renewal during the coming season.

#### STRACHAN AVENUE BRIDGE.

Some minor repairs were made to the bents of these bridges, but both deck and bents must be overhauled and renewed where necessary in the coming season.

#### CRAWFORD STREET BRIDGE.

This bridge is in very poor condition and will require an entire renewal of deck and deck timbers, and have bents overhauled and repaired, unless a new bridge is sanctioned for this place. Some minor repairs were done to deck and sidewalks.

#### HUMBER RIVER BRIDGE.

The deck of this bridge has had some minor repairs this season, but will require further repairs and repainting during 1908.

#### EASTERN AVENUE BRIDGE.

This bridge requires to be repainted. A new wearing course was put on this bridge and some slight repairs to hand railing and sidewalks.

#### QUEEN STREET BRIDGE.

No work has been done on this bridge, but it will be necessary to very thoroughly clean and repaint it in the coming season.

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**NORTH GLEN ROAD BRIDGE.**

Some repairs and renewals are required to the deck planking. The several diagonal bracing rods require tightening, otherwise the bridge is in good condition.

**SUMMERHILL AVENUE BRIDGE.**

This bridge is in fairly good condition, but will require some slight repairs and extra bracing.

**BINSCARTH ROAD BRIDGE.**

No repairs whatever were done this year, but it is very much decayed and will require attention.

**CASTLE FRANK AVENUE BRIDGE.**

This bridge is in a very bad state and quite beyond repair. The joists, bents and sills are much decayed. It is unsafe for vehicular traffic and should either be torn down or renewed. A notice is placed on the bridge closing it for vehicular traffic.

**WINCHESTER STREET BRIDGE.**

A new bridge is very urgently required here; many of the heavy timbers in trusses and floor beams are badly decayed. There is a perceptible lowering of the deck at the east end and the deck planking is much worn.

**GERRARD STREET BRIDGE.**

This bridge is in very good condition, with the exception of two panels of the iron fence next the Macdonald Tin Works, which are broken and require renewal.

**SHAW STREET BRIDGE.**

This bridge was found to be in such a dangerous state that the entire top portion of it down to 5 or 6 feet below the surface has been removed and a new surface and handrailing constructed. The bents were repaired and the mudsills removed and renewed where required; a new stairway has also been constructed for access to Sully Crescent. The bridge is now in first class condition.



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#### DUNDAS STREET BRIDGES.

The under course of plank on this deck is showing some decay, but with an entire new wearing course, will, I think, stand for another year or two. The traffic over these bridges is getting more and more congested and some consideration should be given toward the relief of this, by widening the bridges.

#### POPLAR PLAINS ROAD BRIDGE.

This bridge or culvert needs reconstruction; the present stone walls are in a very shaky condition and should be renewed in concrete to extend the whole width of the street; this work, of course, is only contingent to the intentions regarding street paving, etc.

#### YORK STREET BRIDGE.

The entire sidewalks on both sides of this bridge and on the approaches have been renewed with the exception of about 100 ft. on the north side of eastern approach. The handrailing and timbers carrying same has been very much distorted on account of the block pavement being laid without any provision for expansion. We have tried to straighten this railing, but have not quite succeeded; the timbers supporting same will have to be taken down and replaced.

#### JOHN STREET BRIDGE.

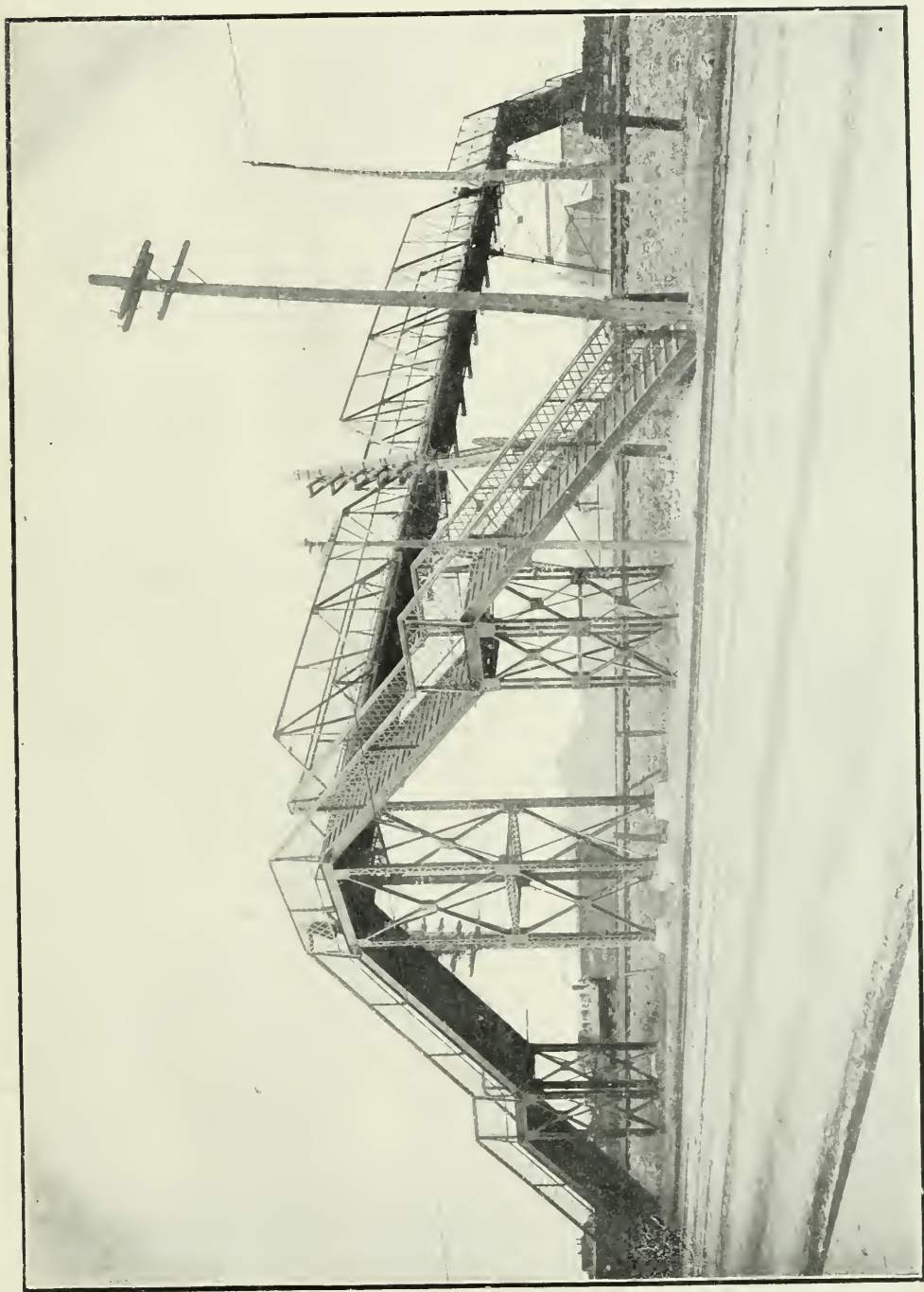
This bridge is in the care of the railways, but constant complaints are being made of the bad condition of the deck, but that portion connecting the bridge proper with the earth ramp has been substantially repaired or renewed where necessary.

#### KING STREET SUBWAY.

The pipe railing placed between the stone piers last year has been thoroughly cleaned and painted.

#### WALLACE AVENUE BRIDGE.

A new footbridge has been erected to connect Wallace Avenue with Dundas Street across the railway track. This bridge is now finished and in use. It is in three spans; a centre span over the Grand Trunk Railway of about 96 ft. and the two end spans about 52 and 56 feet respectively over the Canadian Pacific Railway. The stairway on the



WALLACE AVE. FOOT BRIDGE



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east end is on a line with Wallace Avenue and has 42 steps, and a double stairway on the west end on a line with Dundas Street, each having 42 steps. There is yet some little painting to be done before the contract is completed. The contract for the concrete foundations was let to Mr. E. C. Lewis, of Close Avenue, Toronto, for \$585, and the steel superstructure to the Ontario Bridge Co., Toronto, for \$4,200.

#### LANDSDOWNE AVENUE SUBWAY.

The contract for the substructure of this subway was let to the Godson Contracting Co., and this portion of the work is now almost completed. All is done with the exception of about 40 feet of wall at the south-east end and the ballast walls at railway portion and parapet walls on approaches. Two cottages were removed from the ground and the office and two weigh scales of the E. Rogers Co. have been moved further north. The steel superstructure work is now being done by the Cleveland Bridge and Engineering Co., Darlington, England.

#### EASTERN AVENUE CULVERTS.

Very slight repairs were made, but top planking must be renewed next year.

#### DUPONT STREET CULVERT.

This culvert needs some considerable attention, the sides showing some signs of bulging inwards. Some extra bracing and reinforcing will be put in in the coming spring. It is useless spending much on this culvert as I understand that the sewer from Bedford Road is to be extended through this culvert in the coming year.

#### LAKE SHORE ROAD CULVERTS.

These three culverts are in poor condition and will require considerable repairs. The inside planking and posts are showing decay and decks will have to be renewed.

#### BROCK STREET WHARF.

This wharf should be entirely renewed and raised at the north end so as to do away with the severe slope from railway crossings to wharf. The planking wants considerable repairs or renewals, which must be done before the summer season begins.

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### YONGE STREET WHARF.

The roadway and sidewalk leading from Harbor Street to Lake Street wants entire renewal. This roadway requires constant vigilance and repair during the busy season; the traffic here is very great. That portion of Harbor Street in front of the Yonge Street wharf entrance requires constant repairs. The wharf inside the fences is in a very poor condition, but do not think it wise to spend much on this until some permanent use is made of it.

The wharf frontage from Yonge Street to Bay Street and westerly is in very bad condition and requires reconstruction; new timber walings and plank facing is required on account of boats when docking running into them. The sidewalks also at face of docks require some considerable repairs. The burnt surface of the Ferry Company's wharf must also be renewed. The surface of Bay Street dock, both east and west, will require repairs from being constantly broken by dumping heavy weights upon it, such as bridge and constructional ironwork. The south floors of these docks are being constantly broken by having loads of gravel piled up on them and remaining there for months.

### ISLAND BRIDGES AND WHARVES.

All the bridges on the Island have had more or less repairs; a new wearing course was placed on the iron bridge at Manitou Road. The bridge at Clandeboye Avenue was lowered and straightened and a new footbridge and sidewalk constructed at Chippewa Avenue to connect the street with the breakwater over a portion of marsh land. The wharves on the Island are in a good state of repair. The waling and sheeting at the end of the Ferry Dock is very loose and requires attention.

### NEW BRIDGES REQUIRED.

There should be constructed in the near future a new steel or concrete bridge at Crawford Street over Bellwoods Park. If it is decided not to build a new bridge repairs to the amount of about \$5,000 is absolutely required.

A new bridge is also urgently required at Winchester Street as before described.



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On account of the fire at the Ferry Company's Wharf, temporary premises were prepared for them on the east side of the dock occupied by the Turbinia Co. Four new slips were prepared and the deck planking raised, renewed or repaired, and a large quantity of fencing and gates built for their accommodation.

#### LEVEL CROSSING—SPADINA AVENUE.

Two watchmen are employed at this crossing. A watchman's box has been provided for their shelter.

#### PUBLIC CONVENIENCES.

The two new lavatories at Yonge and Cottingham Streets and at Queen and Spadina Avenue have been kept up in a clean and efficient manner during the year. The number of persons using these conveniences goes to show the great necessity of a number of these being installed in other parts of the City. The number using the conveniences at Yonge and Cottingham Streets was 117,766, at Queen and Spadina Avenue 525,330, and at Adelaide and Toronto Streets 266,839, making a total of 909,939 persons during the year, or an average of 17,451 persons using these conveniences every week, or 2,293 every day in the year. The largest attendance during one week occurred at Queen and Spadina Avenue on week ending September 8th, when 12,525 persons used this lavatory. At Adelaide and Toronto Street same week, 5,751, and at Yonge and Cottingham on week ending June 19th, 2,914 persons.

Respectfully submitted.

JOHN WILLIAMS,  
*Assistant Engineer,*

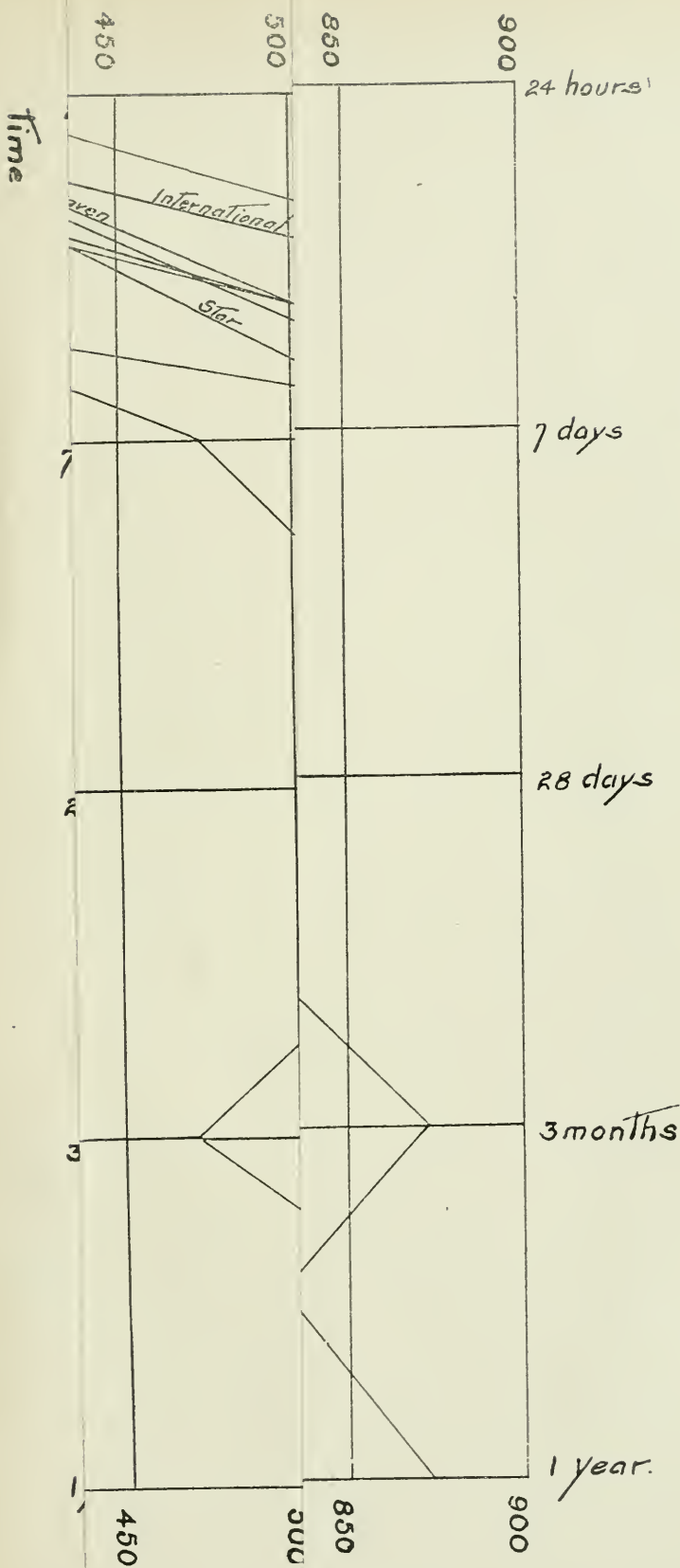
## DETAILS OF COST DURING SEASON 1907.

Bridges, etc.	Nails and Iron- work.	Tools.	Paint.	Sundries	Lumber.	Labor.	Total.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Lamb's & Cherry St. Bridges .....			56	4 90	164 57	632 46	802 49
Winchester St. Bridge.						3 50	3 50
Riverdale Pk. "	11 30			3 00		182 59	196 89
Glen Rd. "	8 60				30 48	195 03	234 11
Sherbourne St. "	88 40	19 76	1 72	23 24	3,664 67	1,975 71	5,773 50
Huntley St. "						86 60	86 60
Strachan Ave. "						74 00	74 00
Crawford St. "						50 00	50 00
Shaw St. "	87 00			42 09	3,528 28	1,996 86	5,654 00
Humber River "						55 38	55 38
Eastern Ave. "		1 65			207 87	91 60	301 12
				(St. Ry. Charges)			
Gerrard St. "				344 59	128 10		472 69
York St. "	34 80	1 50			813 62	605 61	1,445 53
John St. "						8 00	8 00
King St. Subway ..			25			6 00	6 25
Bridge tools .....							125 81
Culverts .....						6 10	6 10
							15,295 97

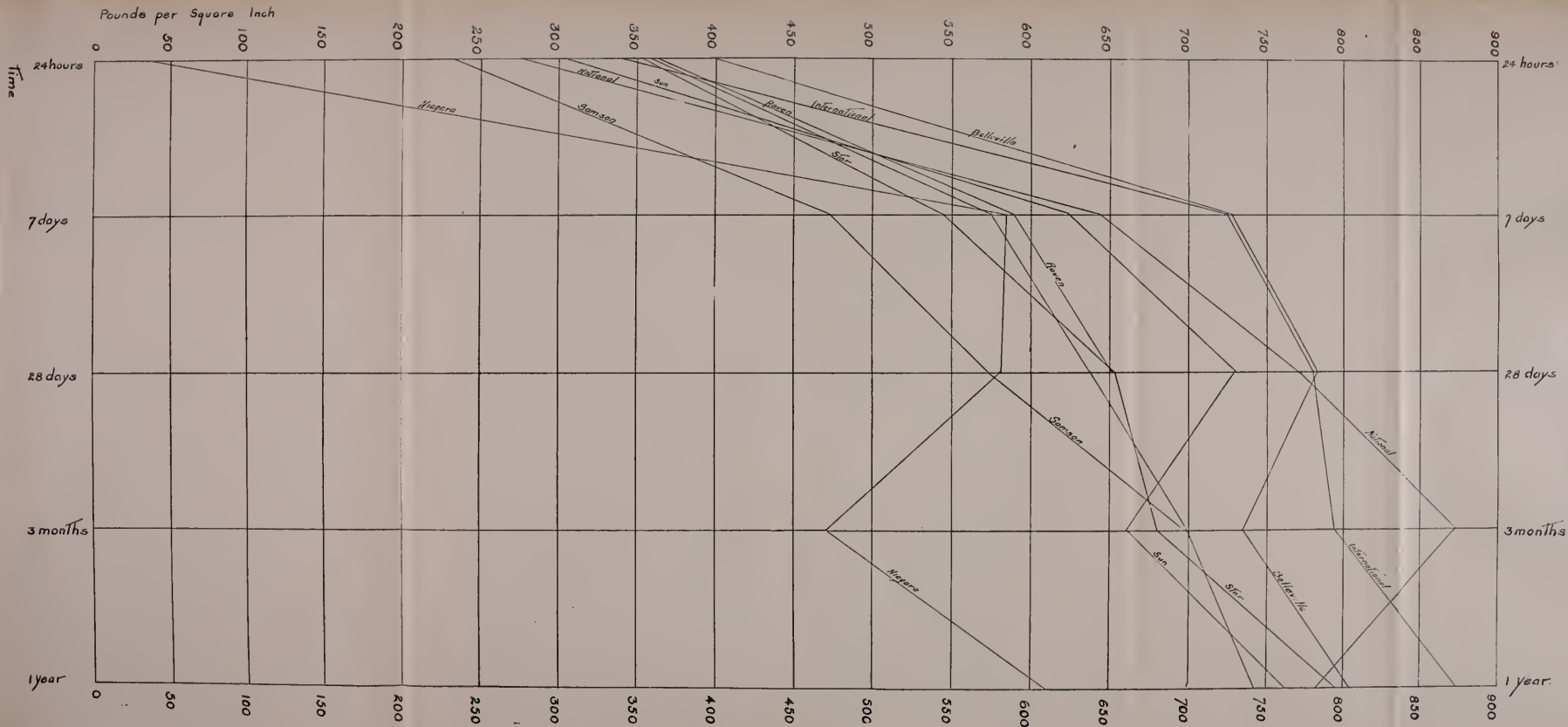
## ISLAND BRIDGES, WHARVES, ETC.

Island bridges and wharves .....	15 65			22 45	457 71	404 05	899 86
Esplanade and City dock .....	30 00	60		13 24	679 04	829 13	1,552 01
Level crossing, Spa- dina Ave.....					8 58	796 00	804 58
Public conveniences..				304 08		2,585 35	2,889 43
							6,145 88

# Heat Cement Tests 1907



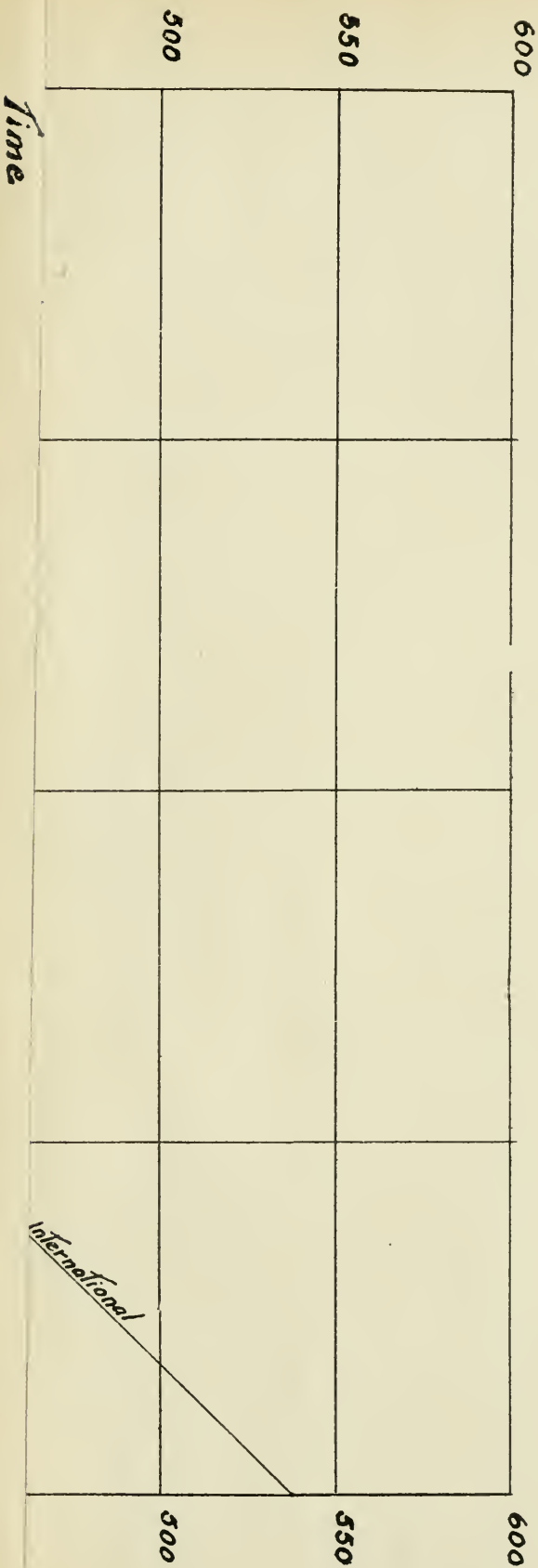
# Best Cement Tests 1907



1907

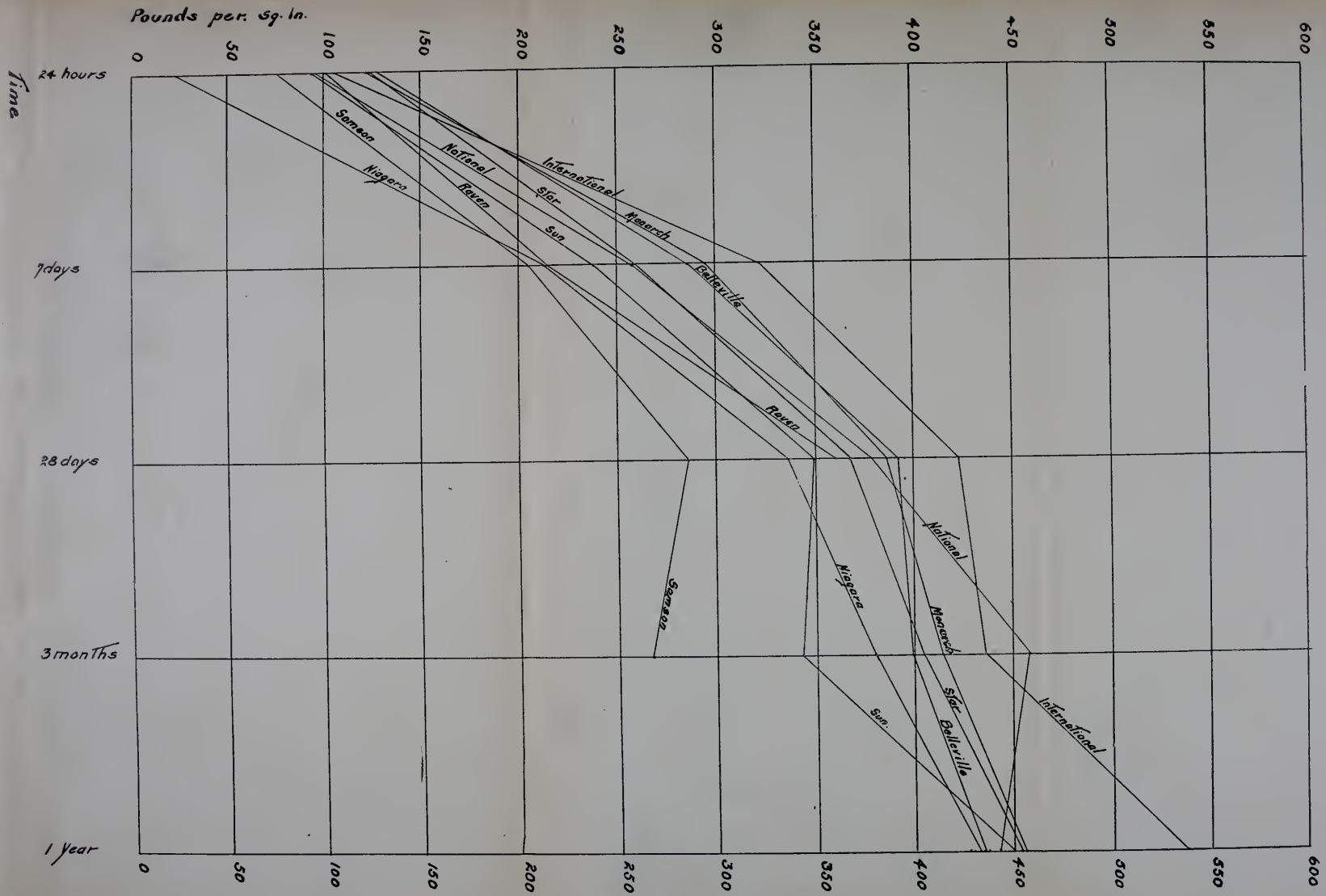
# Cement Tests

3 parts sand to 1 part cement

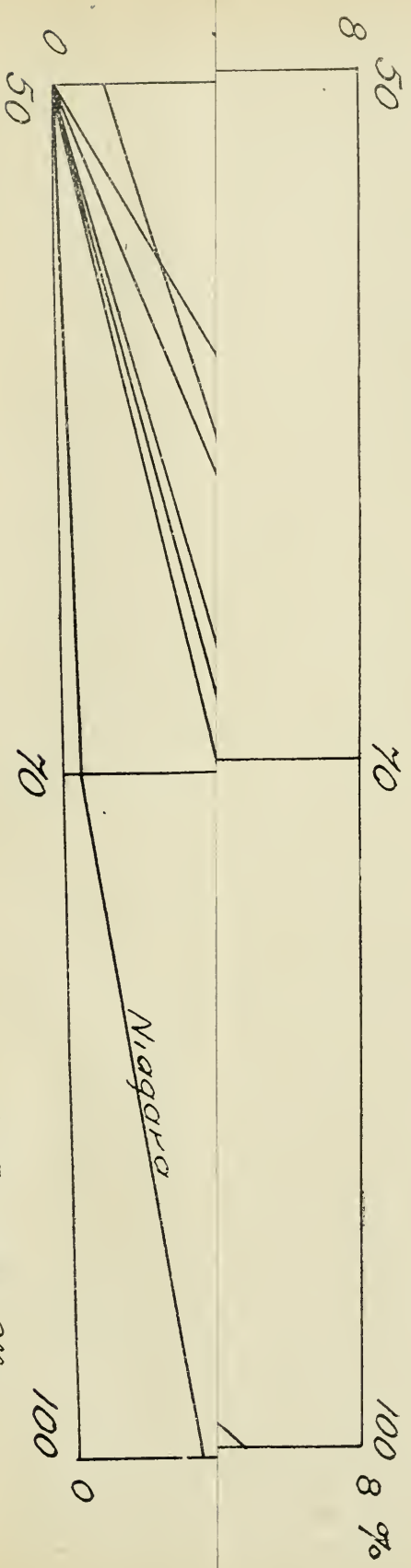




1907  
Cement Tests  
3 parts sand to 1 part cement

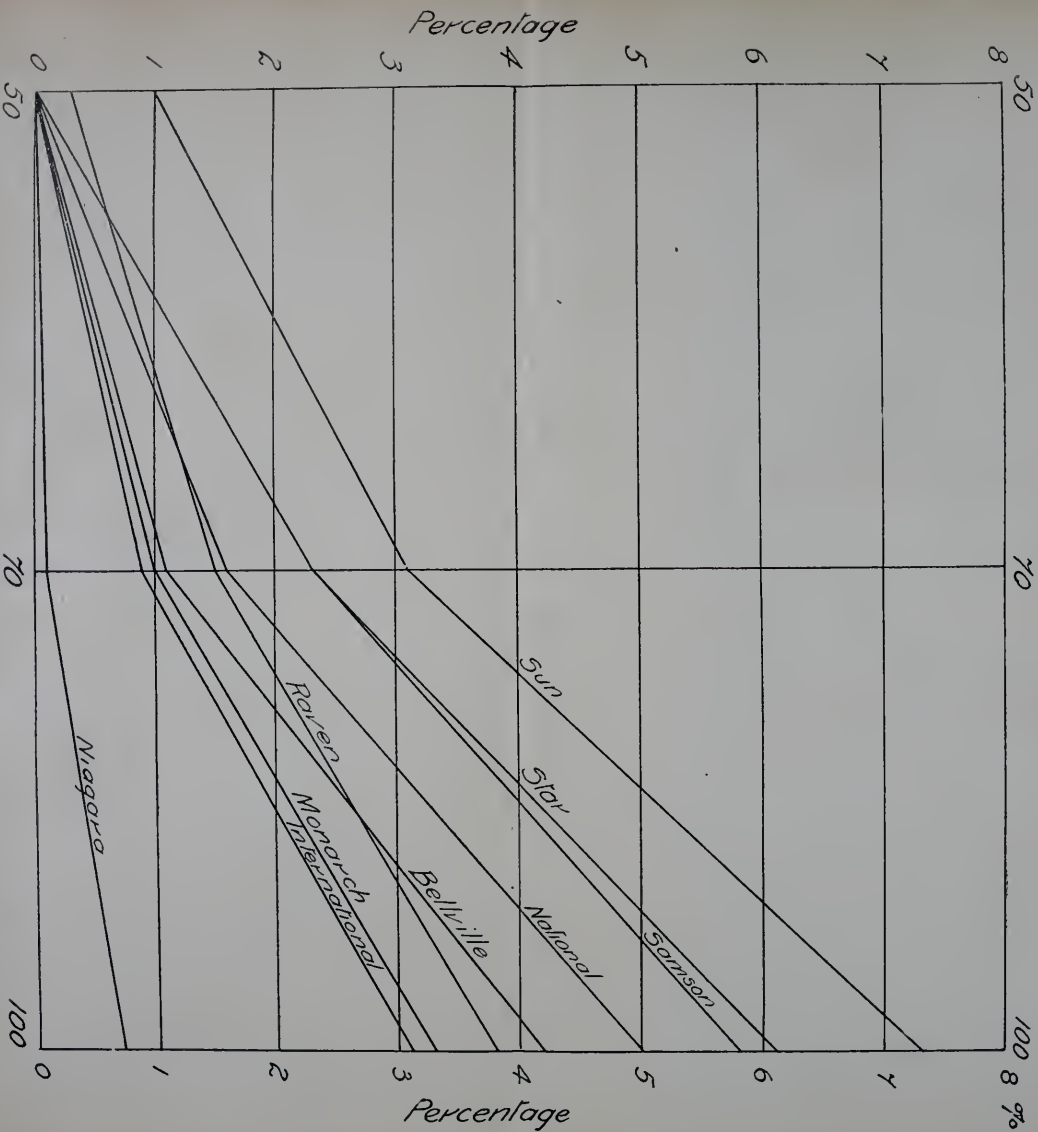


# CEMENT TESTS 1907 *Fineness in Percentage on Sieves*



*City Engineer's Office  
Toronto Mch 29-08*

# CEMENT TESTS 1907 Fineness in Percentage on Sieves



# SEWERS, DRAINS AND SPECIAL WORKS.

CITY ENGINEER'S DEPARTMENT,  
Toronto, December 31st, 1907.

Mr. C. H. Rust,  
*City Engineer:*

DEAR SIR,—Herewith I submit the Annual Report, showing in detail the work done under the supervision of this branch of the Department.

The following sewers were constructed during the year:—

9-inch tile pipe . . . . .	220 lin. ft.
12-inch tile pipe . . . . .	31,047 "
15-inch tile pipe in concrete . . . . .	6,857 "
15-inch steel pipe under Glen Road Bridge . . .	690 "
18-inch tile pipe in concrete . . . . .	7,805 "
2 ft. x 3 ft. brick . . . . .	1,696 "
2 ft. 6 in. x 3 ft. 9 in. brick . . . . .	730 "
	<hr/>
	49,045 "

or 9.29 miles.

There are 265.82 miles of sewers in the City.

During the year there were:—

294 new manholes built ;  
92 manholes repaired ;  
803 new gullies built ;  
130 gullies repaired ;  
64 miles of sewers flushed and cleaned.

There are 71 automatic flush tanks in the City.

## GENERAL SEWER REPAIRS.

During the winter the old box drain leading from the Don on Front Street to a point 400 ft. west, which has been in a state of partial collapse for years back, was replaced by a 2 ft. x 3 ft. brick sewer, a special appropriation having been made to defray the cost of this work.

The sewer outlet at the foot of Princess Street was extended to the end of the slip and the slip filled in and piled across the face.

On the 30th of April a block occurred in the Lansdowne Avenue sewer north of Wallace Avenue, and when opened the pipes were found to be cracked and nearly full of sand; 220 feet of this sewer had to be taken up and relaid in concrete, and an overflow constructed along Lappin Avenue to St. Clarens Avenue.

#### NORTH ROSEDALE DRAINAGE.

In order to drain the newly annexed district of North Rosedale a 15 in. tile pipe sewer was constructed from Dale Avenue, where the sewer on this street flows down the ravine side into the Rosedale Creek sewer, along Glen Road to the south side of the North Glen Road bridge. From this point a 15 in. steel pipe was suspended under the bridge to the north side of the bridge where an overflow chamber was constructed. This overflow chamber was connected by a box drain running down into the ravine, the object being to afford relief to the 15 in. pipe during excessive rain storms.

#### WOODBINE AVENUE SEWAGE DISPOSAL WORKS.

The system of sewerage for the district east of Woodbine Avenue was completed on January 24th, and put into operation on April 11th; and almost 200 houses in the district are now connected with the new system.

Niagara power is supplied by the Toronto Electric Light Co. for operating the pumps at the foot of Woodbine Avenue and Kenilworth Avenue.

Samples of the effluent from the septic tanks and bacteria beds are taken three times a day and forwarded to the Provincial Bacteriologist for analysis weekly.

The whole system is meeting the purpose for which it was designed in a very satisfactory manner.

Table No. 1 gives a list of all the streets upon which sewers were constructed during the year.



TABLE No. 1.

Numbered lot	Particular Ave.	St. George	12	Material	Area	Per cent	24	11 ft. 6 in. constr.	11 ft. 6 in. constr.	11 ft. 6 in. constr.	11 ft. 6 in. constr.	City.
Beaumont Rd.	Glen Rd.	pt. 656 ft. east	12	"	696	4	24	6	7.82	clay	C. North	J. Maguire.
Binscarth Rd.	Glen Rd.	Pelham Pl.	12	"	593	3	37	12.36	"	"	"	"
Binscarth Rd.	Glen Rd.	East end	18	"	1350	5	81	11.37	"	"	"	"
Hazelwood Ave.	Jones Ave.	pt. 335 ft. west	12	"	355	2	18	10.97	"	"	R. Patterson	City.
Rusholme Rd.	Garrison Creek	College	12	"	437	1	30	9.04	sandy soil.	B. J. Loeman	J. F. Connolly.	"
La. 1st s. Adelaide.	Bay St. East	Lane running south	12	"	298	2	4	9.56	made gr'd	"	"	"
Howard Pk. Ave.	Indian Rd.	Sunnyside Ave.	12	"	436	1	32	8.50	red clay	Wm. Hill	J. H. McKnight.	"
Humboldt Ave.	Poplar Plains Rd.	Warren Rd.	12	"	648	3	45	10.85	light clay	B. J. Loeman	J. F. Connolly.	"
Lynnwood Ave.	Avenue Rd.	Poplar Plains Rd.	12	"	626	3	36	10.39	clay	Wm. Hill	J. H. McKnight.	"
Emerson Ave.	Wallace Ave.	pt. 595 ft. north	18	"	632	3	17	11.34	sand & clay	R. Patterson	City.	"
Glen Rd.	Under 2nd or N.	Glen Rd. bridge	15	Steel	690	1	8	8.26	flooring below bridge	Standard Insp. Co.	J. Inglis Co., Ltd.	"
Reid Ave.	Queen	N. City limits	12	Tile	256	2	10	8.27	w. clay & s'd	Wm. Hill	E. Axworthy.	"
Morley Ave.	Queen	N. City limits	12	"	268	1	16	9.37	red clay	B. J. Loeman	J. F. Connolly.	"
Chelsea Ave.	Sinclair Ave.	Barrett Ave.	12	"	310	1	17	10.52	sand	R. Patterson	City.	"
Boulbee Ave.	Jones Ave.	Macdonald Ave.	12	"	600	3	38	9.38	wet sand	B. J. Loeman	J. F. Connolly.	"
Schofield Ave.	E. Roxboro	Edgar Ave.	18	"	1560	3	16	12.23	s'd & gr'd	"	"	"
E. Roxboro	Schofield Ave.	Edgar Ave.	12	"	1050	4	15	11.58	hd. sh' & clay	C. North	J. H. McKnight.	"
Highland Ave.	Schofield Ave.	West end	12	"	1373	5	46	11.82	sand & clay	C. North and F. S. Plant.	"	"
La. 1st n. College.	Givens	Ossington Ave.	12	"	290	2	10	6.76	clay	R. Kerr	"	"
Stonehouse Cr.	Dufferin	Gladstone Ave.	12	"	366	2	16	10.05	very w. s'd	R. Patterson	City.	"
O'Connell Ave.	Brook Ave.	East end	12	"	288	1	24	9.72	made gr'd	R. Kerr	J. H. McKnight.	"
Hamby Ave.	Queen	N. City limits	9	"	220	1	11	9.86	run'g sand	C. North	"	"
Bowden	Hozarth Ave.	Danforth Ave.	12	"	In progress	"	"	"	"	T. Madigan	J. F. Connolly.	"
Castle Frank Cr.	330 ft. s. Dale	1,395 fur. south	12	"	"	"	"	"	"	B. J. Loeman	City.	"
Bedford Rd.	241 ft. s. Dupont	Davenport Rd.	12	"	"	"	"	"	"	R. Patterson	J. H. McKnight.	"
Fenwick Ave.	Danforth Ave.	pt. 640 ft. south	12	"	"	"	"	"	"	C. North	"	"
Greenwoods Ave.	Queen	Grand Trunk Ry.	2 ft. x 3 ft.	Brick	"	"	"	"	"	F. J. Carrette	The Orpen Co	"

TABLE No. 1.

SHOWING SEWERS CONSTRUCTED DURING 1907.

Street.	From.	To.	Size.	Description.	Length.	No. Manholes.	No. Gallies.	No. Inlets.	Average Depth.	Soil.	Inspector.	Contractor.
Summerhill Ave.	Shafeshury Ave.	pt. 500 ft. north	12 in.	Tile	540	2	2	38	10.24	sand	W. Mass.	J. Maguire.
Almont Ave.	Christie Rd.	pt. 453 ft. east	12 in.	Tile	486	2	2	28	11.29	h.d. bl. sand	R. J. Leeman	J. F. Connolly
Dupont Ave.	Avenue St.	pt. 700 ft. west	2 ft. x 3 ft.	Brick	352	2	2	38	12.58	clay	R. J. Leeman	J. F. Connolly
Danforth Ave.	Broadview Ave.	Pape Ave.	12 in.	"	380 1/2	15	8	53	12.66	"	T. Madigan and F. Carrette.	Golson Con. Co.
Front Ave.	Don River	pt. 400 ft. west.	2 ft. x 3 ft.	Brick	375	3	2	4	9.06	made grad.	Wm. Douglas.	City.
Cedar Ave.	Bloor	pt. 300 ft. north	12 in.	"	285	4	3	16	9.75	"	R. Patterson.	"
S.S. Davenport Pk.	pt. 183 ft. e. Salem	Salem.	12 in.	"	435 5	4	3	16	9.75	"	"	"
Sparkhill Ave.	Hampton Ave.	pt. 102 ft. 8 in. east	12 in.	"	140	1	1	5	10.75	"	"	J. F. Connolly.
Hampton Ave.	Hogarth Ave.	"	12 in.	"	1100	6	5	72	10.64	red & blue	B. J. Leeman.	"
Thorne	Shaw Ave.	East end.	12 in.	"	669	3	4	48	11.30	dry sand.	"	"
Shildell Ave.	James Ave.	pt. 619 ft. east	12 in.	"	642	3	4	48	11.58	h.d. bl. sand	"	"
Wallace Ave.	Lansdowne Ave.	Albert Ave.	12 in.	"	385	1	1	24	12.00	run g. sand	Wm. Hill.	"
Catharine	pt. 250 ft. w. Peter Spadina Ave.	St. Lawrence.	12 in.	"	404	3	1	16	13.47	rd. & bl. clay	R. J. Leeman	"
King	Don River	St. Lawrence.	15 in.	"	788	3	3	10	10.92	blue clay	R. J. Leeman	City.
St. Clair and Dan.	Forest Hill Rd. St. Dunvegan Rd.	City Limits.	18 in.	"	623	3	3	26	13.32	sandy loam	W. Mass.	J. Maguire.
Blackmore	Davenport Rd.	East end.	12 in.	"	298	1	1	11	10.14	rd. & bl. clay	F. Carrette.	"
Glen Rd.	Dale Ave.	St. Clair and bridge.	12 in.	"	1940	13	2	17	12.30	to h.d. bl. clay	R. J. Leeman	J. F. Connolly
Endeavour Ave.	James Ave.	pt. 536 ft. east	12 in.	"	588	3	2	38	11.14	bl. sand & red clay.	F. Carrette.	"
Spruce Ave.	pt. 145 ft. w. Curzon.	Curzon.	12 in.	"	428	4	1	29	10.35	clay	"	"
Grace	pt. 1,470 ft. u. College to 400 ft. fur. n	College to 400 ft. fur. n	18 in.	"	400	1	1	24	11.07	"	Wm. Hill	J. F. Connolly.
Irene Pl.	Carling Ave.	pt. 191 ft. east	12 in.	"	310	2	2	13	10.27	"	R. Patterson	E. Axworthy.
Lapin Ave.	Lansdowne Ave.	St. Clarens.	15 in.	"	390	3	1	38	12.76	"	"	"
Shaw Pl.	Shaw	pt. 450 ft. w	12 in.	"	470	2	2	29	10.82	"	Wm. Hill	E. Axworthy.
Galt Ave.	pt. 120 ft. s. Gerrard	South end	12 in.	"	100	1	1	9	5.33	sand	R. Patterson	City.
Hewitt Ave.	pt. 700 ft. w. Ronge	avenuis to 100 ft. fur.	12 in.	"	284	2	2	13	11.40	"	F. Carrette	"
Albion Ave.	Bunstead Ave.	Ridford Ave.	12 in.	"	216	2	2	13	9.00	h.d. red clay	R. Patterson	J. Maguire
Nassau	Lippindott	pt. 174 ft. west.	12 in.	"	278	2	2	8	13.27	run g. sand	"	City.
Chelsea Ave.	Dundas	Sinclair Ave.	12 in.	"	762	3	2	54	4.86	"	T. Madigan	J. F. Connolly.
Queen	Leslie	Lang	12 in.	"	185	4	2	7	7.88	clay	R. Patterson	City.
Arthur	1st Jane w. Shaw	pt. 143 ft. west.	12 in.	"	376	4	2	36	11.21	h.d. clay	R. Patterson	City.
Beattie	Woodward Ave.	40 ft. e. Oakwell.	12 in.	"	540	2	2	22	10.62	blue sand.	F. Carrette	J. Maguire
Triller Ave.	King	pt. 920 ft. n. College	12 in.	"	420	2	2	40	10.40	clay	Wm. Hill	"
Oaklands Ave.	Coltingham	Queen Ave.	12 in.	"	365	2	2	32	9.50	sand	"	E. Axworthy.
Albion Ave.	St. Clair Rd.	Blount	12 in.	"	790	1	1	13	10.00	clay	C. North	J. Maguire.
Hallam Ave.	Dovercourt Rd.	Dovercourt Rd.	12 in.	"	259	3	3	47	9.06	sand	B. J. Leeman	J. F. Connolly.
Sinclair Ave.	Gunduli Ave.	Gunduli Ave.	12 in.	"	638	3	2	31	9.14	clay	"	"
Lapin Ave.	St. Clarens Ave.	pt. 430 ft. w. est	15 in.	"	124	4	5	60	11.98	blue clay	F. Carrette	The Orion Co.
Pelham Pl	Glen Rd.	Dufferin.	2 ft. x 3 ft.	Brick	936	4	5	58	10.75	clay	T. Madigan.	J. F. Connolly.
Albion Ave.	Logan Ave.	Schofield Ave.	12 in.	Tile	864	2	2	18	10.91	"	R. J. Leeman	"
Sparkhill Ave.	pt. 102 ft. 8 in. e. pt. 40 ft. fur. east	Sparkhill Ave.	12 in.	"	435	2	1	30	13.18	clay & s.d. clay	R. Kerr	J. Maguire.
Ouel Ave	Curzon	pt. 220 ft. west.	12 in.	"	265	2	2	44	10.04	clay & s.d. clay	"	"
Sinclair Ave	Curzon	pt. 407 ft. west of Poplar Plains Rd.	12 in.	"	685	2	2	28	6.47	s.d. clay & sand	C. North	"
Gough Ave.	Danforth Ave.	South end	12 in.	"	430	1	1	16	11.39	sand & clay	"	"
Russell Hill Rd.	Poplar Plains Rd.	St. Clair Ave.	15 in.	"	2495	10	6	42	10.12	sand	R. Kerr	J. F. Connolly.
Warren Rd.	Sinclair Ave.	St. Clair Ave.	12 in.	"	1038	4	4	66	10.12	rd. & bl. clay	R. Leeman	City.
Roseale Rd.	440 ft. n. Park Rd.	Avondale Ave.	12 in.	"	541	3	2	14	12.19	clay	T. Madigan	E. Axworthy.
Laure 1st north Wellington off Tecumseh	440 ft. n. Park Rd.	Avondale Ave.	12 in.	"	514	3	2	38	11.39	clay	R. Patterson	City.
Dewson Ave.	Carlaw Ave.	Pape Ave.	12 in.	"	182	2	2	4	8.44	clay	"	"
Dingwall	Haydock	pt. 140 ft. east	12 in.	"	380	2	2	30	11.69	"	Wm. Hill	J. F. Connolly.
Laure 1st s. Queen	Haydock	pt. 140 ft. east	12 in.	"	650	3	3	44	12.14	hard pan.	R. Patterson	City.
McNab Ave.	Haydock	pt. 140 ft. east	12 in.	"	680	3	3	44	12.14	h.d. bl. sand & red clay.	B. J. Leeman	J. F. Connolly.
Grandview Ave.	Logan Ave.	West end	12 in.	"	690	3	3	38	11.86	blue clay	F. J. Carrette	J. Maguire.
Glen Rd.	N. end of North Glen Rd. bridge.	Bunsen Rd.	2 ft. 6 in. x 3 ft. 9 in.	Brick	730	3	3	45	10.20	clay	T. Madigan and E. Axworthy	"
Englewood Ave.	James Ave.	Present terminus.	12 in.	Tile	663	2	2	8	11.11	hard pan	Wm. Hill.	City.
Admiral Rd.	Barnard Ave.	St. George.	12 in.	"	910	5	24	37	7.82	clay	R. Patterson	J. Maguire.
Beaumont Rd.	Glen Rd.	pt. 656 ft. east	12 in.	"	696	4	3	37	12.36	"	"	"
Bunsen Rd.	Glen Rd.	pt. 656 ft. east	12 in.	"	593	3	3	81	11.37	"	"	"
Broadwood Rd.	Glen Rd.	pt. 656 ft. east	12 in.	"	1830	5	5	18	10.97	"	"	"
Headwood Ave.	James Ave.	pt. 355 ft. west.	12 in.	"	355	2	2	30	9.01	sandy soil	R. Patterson	City.
Rusholme Rd.	Garrison Creek	College	12 in.	"	437	1	4	30	9.01	"	B. J. Leeman	J. F. Connolly.
La. 1st s. Adelaide.	Bay St. East	Laure running south	12 in.	"	208	2	2	32	8.50	sand	Wm. Hill	J. H. McKnight
Howard Pk. Ave.	Indian Rd.	Sunnyside Ave.	12 in.	"	436	1	3	32	8.50	sand	Wm. Hill	J. F. Connolly
Humboldt Ave.	Poplar Plains Rd.	Warren Rd.	12 in.	"	648	3	3	30	10.83	light clay	Wm. Hill	J. H. McKnight
Lyndon Ave.	Avenue Rd.	Poplar Plains Rd.	12 in.	"	626	3	3	17	12.34	sand & clay	R. Patterson	City.
Emerson Ave.	Wallace Ave.	pt. 595 ft. north	15 in.	Steel	690	1	1	8	8.26	flooring below bridge	Standard Insp. Co. of Engls Co., Ltd.	"
Glen Rd.	Under end or N	Glen Rd. bridge	18 in.	"	690	1	1	16	8.27	rd. & s.d. clay	Wm. Hill	E. Axworthy.
Monley Ave.	Queen	N. City limits	12 in.	Tile	296	2	2	10	9.37	red clay	B. J. Leeman	J. F. Connolly
Chambliss Ave.	Queen	N. City limits	12 in.	"	268	1	1	16	9.37	red clay	R. Patterson	City.
Bathurst Ave.	Sinclair Ave.	Macdonald Ave.	12 in.	"	310	1	1	38	9.38	wet sand	B. J. Leeman	J. F. Connolly
Edgar Ave.	Edgar Ave.	Edgar Ave.	18 in.	"	1360	3	3	15	12.25	clay & grad.	"	"
E. Roxboro	Schofield Ave.	West end	12 in.	"	1650	4	4	15	11.58	h.d. s.d. clay	C. North	J. H. McKnight
Highland Ave.	Schofield Ave.	West end	12 in.	"	1373	5	4	15	11.58	clay	C. North and F. J. Carrette	"
La. 1st n. College.	Givens	Ossington Ave.	12 in.	"	290	2	2	10	6.70	clay	R. Kerr	"
St. Charles Gr.	Dufferin	Glenstone Ave.	12 in.	"	386	2	2	16	10.65	very w. s.d. clay	R. Patterson	City
O'Connell Ave.	Brook Ave.	East end	12 in.	"	288	1	1	21	9.72	made grad	R. Kerr	J. H. McKnight
Dunlavy Ave.	Queen	N. City limits	9 in.	"	220	1	1	11	9.80	run g. sand.	C. North	J. F. Connolly
Bowden	Hogarth Ave.	Dunforth Ave.	12 in.	"	"	1	1	16	12.25	clay	R. Patterson	City
Castle Frank Gr.	330 ft. s. Dale	Davenport Rd.	12 in.	"	"	1	1	16	12.25	clay & grad.	C. North	J. H. McKnight
Bedford Rd.	241 ft. s. Dupont	Davenport Rd.	12 in.	"	"	1	1	16	12.25	clay & grad.	C. North	J. H. McKnight
Parkway Ave.	Danforth Ave.	Grand Trunk Ry	2 ft. x 3 ft.	Brick	"	1	1	16	12.25	clay & grad.	C. North	J. H. McKnight
Greenwoods Ave.	Queen	Grand Trunk Ry	2 ft. x 3 ft.	Brick	"	1	1	16	12.25	clay & grad.	F. J. Carrette	The Orion Co.

TABLE No. 2.  
SHOWING COST OF SEWERS CONSTRUCTED BY DAY LABOR DURING 1907.

Street.	From.	To.	Size	Description.	Length. ft. in.	City's Tender.	Next Lowest Tender.	Total Cost of Work exclusive of Interest.	Difference between Actual Cost and Lowest Contractor's Tender.	
									Loss.	Gain.
Dupont St .....	Christie St.....	a pt. 700 ft. w....	2' x 3'	Brick.....	385 ..	.....	.....	.....	\$ c.	\$ c.
Front St.....	Don River.....	a pt. 400 ft. w....	12 in	Tile .....	352 ..	No tender.	.....	.....	.....	.....
Carling Ave.....	Bloor St.....	a pt. 300 ft. n....	3'	Brick.....	375 ..	.....	.....	.....	.....	.....
S. s. Dovecourt Pk.....	183 ft. e. Salem..	183 ft. w. Salem..	12 "	Tile .....	285 ..	585 00	590 00	542 48	.....	47 52
Sparkhall Ave.....	Hampton Ave.....	a pt. 102 ft. 8 in. e.	12 "	" .....	435 5	No tender.	.....	.....	.....	.....
King St .....	Don River .....	St. Lawrence St.	15 "	" .....	140 ..	" .....	.....	.....	.....	.....
Lapping Ave .....	Laundowne Ave....	St. Clarens Ave....	15 "	" .....	788 ..	" .....	.....	.....	.....	.....
Shaw Pl .....	Shaw St .....	a pt. 450 ft. w....	12 "	" .....	336 ..	.....	.....	.....	.....	.....
Hewitt Ave.....	a pt. 700 ft. w. Roncevalles to a pt. 100 ft. further west.	a pt. 450 ft. w....	12 "	" .....	470 ..	680 00	821 00	654 16	.....	166 84
Alhambra Ave.....	Bonstead Ave.....	Radford St .....	12 "	" .....	100 ..	160 00	Only ten.	.....	.....	.....
Chelsea Ave.....	Dundas St .....	Sinclair Ave.....	12 "	" .....	281 ..	485 00	495 00	277 89	.....	217 11
Arthur St.....	1st lane w. Shaw..	a pt. 143 ft. w....	12 "	" .....	258 ..	500 00	634 00	656 41	22 41	.....
Beatrice St.....	a pt. 920 ft. n. College.	a pt. 115 ft. fur. n.	12 "	" .....	185 ..	347 00	389 00	452 84	63 84	.....
La. 1st. n. Wellington off Tecumseth.	Havelock St .....	a pt. 150 ft. e....	12 "	" .....	115 ..	No tender.	.....	.....	.....	.....
Dewson St .....	Bloor St .....	Lowther Ave.....	12 "	" .....	314 ..	567 00	711 70	598 50	.....	113 20
Major St .....	Bernard Ave.....	St. George St .....	12 "	" .....	183 ..	340 00	Only ten.	.....	.....	.....
Admiral Rd.....	Jones Ave.....	a pt. 335 ft. w....	12 "	" .....	650 ..	No tender.	.....	.....	.....	.....
Hazelwood Ave.....	Wallace Ave.....	a pt. 595 ft. n....	18 "	" .....	940 ..	635 00	698 00	473 78	.....	224 22
Emerson Ave.....	Dufferin St.....	Barrett Ave .....	12 "	" .....	355 ..	1,750 00	Only ten.	.....	.....	.....
Stonehouse Cr.....	Sinclair Ave .....	Davenport Rd .....	12 "	" .....	632 ..	700 00	532 00	.....	.....	.....
Chelsea Ave .....	a pt. 241 ft. south Dupont.	.....	12 "	" .....	366 ..	523 00	678 00	.....	.....	.....
Bedford Rd.....	.....	.....	12 "	" .....	310 ..	650 00	.....	.....	.....	.....
					Impro-					
					gross.					

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### DAY LABOR WORK.

In Table No. 2 will be found a list of sewers constructed by day labor. The table shows that on the seven sewers on which the Department was the lowest tenderer, a total saving to the City of \$898.02 was made, to which should be added the extra cost of inspection, had the work been done by contract. For the other works named in this list, no tenders were received, the Department being ordered by Council to carry them out by day labor.

The following table shows the number of lineal feet of private drains constructed during 1907:—

	6-in.	9-in.	15-in.
January.....	2,900	462	.....
February.....	2,181	165	.....
March.....	4,426	695	.....
April.....	8,527	451	13
May.....	7,459	698	.....
June.....	7,332	204	.....
July.....	8,579	602	.....
August.....	6,589	657	.....
September.....	6,936	790	.....
October.....	6,732	687	.....
November.....	4,824	524	.....
December.....	1,758	172	.....
	<hr/> 68,243	<hr/> 6,107	<hr/> 13

a total of 74,363 feet or 14.08 miles.

In addition to the above 60 private drains were repaired and 37 flushed.

The total length of private drains laid during the year show an increase of 10,810 feet or 2.05 miles over that of last year.

### DREDGING SEWAGE DEPOSITS OUT OF SLIPS.

Sewage deposits were dredged from the following slips during the year:—

Yonge St. sewer outlet.....	1,768 cu. yds.
Church St. ".....	2,846 "
Bay St. ".....	1,982 "
Jarvis St. ".....	2,856 "
Sherbourne St. ".....	3,026 "
Berkeley St. ".....	3,043 "
Bathurst St. ".....	2,312 "
Total.....	<hr/> 17,833 "

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IRON TROLLEY POLES ERECTED BY THE TORONTO RAILWAY CO.  
DURING 1907.

Queen St., Gwynne to Roncesvalles .....	72
Dundas St., Howard Park Ave. to Roncesvalles .....	19
“ corner Queen Street .....	1
“ corner Dovercourt Road .....	2
“ corner Ossington Avenue .....	1
Queen St., corner Shaw St. ....	1
Gerrard St., Broadview to Logan Ave. ....	34
“ corner Pape Ave. ....	3

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IRON POLES PAINTED BY THE TORONTO RAILWAY COMPANY  
DURING THE YEAR 1907.

King Street, Don to Roncesvalles Ave .....	417
Queen Street, Don to Roncesvalles Ave .....	363
Front Street, Yonge to Simcoe Sts. and Station Loop. ....	62
Carlton Street, Parliament to Yonge .....	64
College Street, Yonge to Markham .....	116
College Street, west of McCaul .....	5
Winchester Street, Parliament to Sumach .....	26
Bloor Street, Yonge to Spadina .....	81
Dundas Street, Queen to Arthur .....	29
“ “ Howard Park Ave. to Roncesvalles .....	24
“ “ corner Dovercourt Road .....	1
Gerrard Street, Broadview to Logan .....	34
“ “ corner Pape Ave. ....	3
Parliament Street, Queen to Carlton .....	50
“ “ Carlton to Winchester .....	17
Sherbourne Street, King to Queen .....	24
“ “ Bloor to Elm Ave .....	18
Church Street, Queen to Carlton .....	72
Yonge Street, Front to C. P. R. crossing .....	223
Avenue Road, Bloor to St. Clair Ave .....	112
Spadina Avenue, King to Bloor .....	93
Bathurst Street, King to C. P. R. crossing .....	168
Shaw Street, King to Queen .....	19
Lansdowne Avenue, Dundas to Bloor .....	54
Richmond Loop, York to Victoria to Queen .....	38
Scott Street Loop, Scott and Wellington .....	15

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Total .....

2,128



## STREET RAILWAY STRAIGHT TRACK RENEWED IN 1907.

Queen Street, from Spadina to Bathurst.

Queen Street, from Kingston Road to Woodbine Avenue.

Yonge Street, from Davenport Road to C. P. R.

College Street, from Crawford Street to Clinton.

## CURVES RENEWED IN 1907.

At Kingston Road and Queen Street.

At Frederick and King Streets.

At Sherbourne and King Streets.

At Spadina and King Streets.

At Yonge and Price Streets.

At Queen and Woodbine Avenue.

At George and King Streets.

At Church and King Streets.

At Yonge and King Streets.

## NEW CURVES IN 1907.

At College and Bathurst Streets.

## NEW LINE OPENED.

Arthur Street line was opened from Ossington Avenue to Bloor Street, and Lansdowne Avenue via Dundas and Lansdowne, January 14th, 1907.

## UNDERGROUND TILE CONDUITS CONSTRUCTED BY THE TORONTO ELECTRIC LIGHT COMPANY IN 1907.

Street.	From.	To.	Lineal Feet.	Conduit Feet.
			Ft. In.	
King St., n.s.....	Sherbourne....	Jarvis.....	1,190	13,911
Jarvis St., w.s.....	King.....	Front .....	450 6	5,406
Bay St., e.s. ....	Wellington....	Queen .....	1,738 6	41,722
Elizabeth, w.s .....	Queen.....	Foster Place...	1,164	27,936
Foster Pl., s.s.....	Elizabeth .....	Plant.....	220	7,920
Gerrard St., s.s.....	Teraulay.....	Yonge.....	726	4,356
King St., s.s.....	Spadina West..	.....	226	2,296
Front St., s.s.....	Simcoe West ..	.....	344	3,384
Scott St., w.s.....	Front .....	Colborne....	520	10,956
Queen St., s.s. ....	Northcote West	.....	87 6	175
			6,666 6	118,062

Iron Conduit, St. Patrick St. from Beverley St. West 187 feet 6 inches.  
581 $\frac{3}{4}$  bbls. Cement used.

# UNDERGROUND WORK CONSTRUCTED BY THE BELL TELEPHONE COMPANY DURING 1907.

	Lineal Ft.		Duct. Ft.	
	Ft.	In.	Ft.	In.
Front Street, from Cherry St. to Cypress St. ....	1,677	6	6,710	0
Front Street, from Cypress St. to Eastern Ave. ....	488	0	1,952	0
Eastern Ave., Cypress St. to east end of bridge ....	493	6	1,968	6
Yonge Street branch at Roxborough Avenue ....	45	0	351	0
Oxford Street, from New Station to Augusta Ave. ....	395	0	1,452	0
Bloor Street Branch to Traders Bank . . . . .	45	6	91	0
Branch at Bay and Richmond Streets . . . . .	213	0	630	0
“ Victoria and Richmond Streets . . . . .	128	0	250	0
“ off Nassau, up lane between 138-140 . . . . .	67	2	127	2
“ “ “ “ 122-124 . . . . .	49	0	98	0
“ St. Patrick lane east Spadina Ave. ....	66	0	126	0
“ “ “ “ “ . . . . .	29	0	52	0
“ Oxford St., up first lane east Bellevue ....	170	0	170	0
“ on Ossington Ave., north from College . . . . .	136	6	273	0
“ N. and S. from College on Bathurst St. ....	183	6	540	6
“ North on Grace St. from College. ....	159	8	319	4
“ North on Lippincott St. from College. ....	123	0	246	0
“ North on Huron St. from third pole . . . . .	97	6	195	0
“ North on Markham St. from College . . . . .	478	6	1,709	0
John Street, north side, to bridge . . . . .	40	0	80	0
Iron pipe under bridge . . . . .	767	0	767	0
Bridge to manhole . . . . .	297	6	595	0
Manhole to pole . . . . .	97	0	194	0
Branch at College and Euclid Ave. ....	16	0	48	0
“ “ Palmerston Ave. ....	36	3	72	6
Huron Street, north from College . . . . .	1,908	6	11,451	0
Total . . . . .	8,207	7	30,468	0
Concrete manholes on Front St. . . . .				5
“ “ Eastern Ave. ....				2
“ “ John St., west side, north of tracks . . . . .				1
“ “ Bloor St., at Bathurst St. ....				1
“ “ Markham St., first lane north of College . . . . .				1
Total . . . . .				10

Work commenced May 13th, 1907, and completed August 30th, 1907.  
251 barrels cement used.

Respectfully submitted.

J. D. SHIELDS,  
Assistant Engineer.

## REPORT OF ASSISTANT ENGINEER IN CHARGE OF SPECIAL WORKS.

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CITY ENGINEER'S DEPARTMENT,

Toronto, December 31st, 1907.

*Mr. C. H. Rust,*

*City Engineer:*

DEAR SIR,—Herewith I present a report of the work carried on and executed under my supervision during the year ending December 31st, 1907.

### SURVEYS, ESTIMATES, ETC.

A complete Hydrographic survey of the Lake Shore between Queen's Wharf and the Humber River was begun on the first of May and was continued through the summer months. Soundings were taken for a distance 1,000 ft. from the shore, or until a depth of 18 ft. was reached.

In connection with this survey the location of houses, wharves, boathouses and shore protection were noted as well as the character of the lake bottom. It may be noted from the examination of the plan that rock bottom is overlaid with sand westerly from Queen's Wharf about 1,400 ft. to the cove east of the production of Strachan Avenue. Rock bottom is found from this line westerly to a line a few hundred feet west of the production of Wilson Avenue. From there to the Humber the rock is overlaid by sand of varying depth. Several soundings were made through to rock or boulders at various points along a line 200 ft. out from shore, and in no case was a depth of sand found in excess of four feet. The rock is entirely of shale formation with a general slope of about two feet per hundred at right angles to the shore line.

At the east end of Simcoe Park, in connection with proposed improvements, contemplated for that locality, a survey was made with soundings and shore line complete.

A new survey of part of Ashbridge's Bay and Keating's Channel was also executed, and soundings of the channel showing present depth recorded.

The shore line of Toronto Island west of the breakwater was surveyed and recorded in September.

A considerable amount of time has been spent in the preparation of maps, plans, estimates, and the projection of routes in connection with the following schemes:—

- (1) Eastern entrance of Railways;
- (2) Viaduct and New Union Station;
- (3) Improvements of Lake Shore;
- (4) Entrances to Exhibition Grounds; and others.

During the year upwards of fifty drawings have been prepared in connection with the work of the Department, as well as a large number of blue-prints, etc.

#### CONSTRUCTED WORKS.

Construction has been carried on in connection with the following works:—

1. *Sea Wall*.—Work was started on a cribwork protection of the Lake Shore at Exhibition Grounds designed to extend between Dufferin Street and Stanley Barracks. This entails a length of Sea Wall of approximately 2,800 ft., of which 500 ft. has been satisfactorily constructed. The balance of the cribs are built ready for placing with the opening of the approaching season. The contractor for the work is Peter Arnot.

2. *Groynes at Simcoe Park*.—The encroachment of the lake upon the Simcoe Park beach made necessary some protection for the receding shore line. Tenders were called in September for two groynes, each 200 feet long and 16 feet wide on tops; and early in October the contractor, Jno. E. Russell, began the work. Construction was rushed to completion, and the work was finished by the middle of December. The groynes are built of massive quarry stone laid upon large mattresses made of brush. Results have justified the construction of these protective works, for a large extent of new beach has already formed adjacent.

3. *Sheet Piling at Foot of Cherry Street*.—The total contract for 245 lineal feet of sheet piling along the north side of Keating's Channel just west of Lamb's bridge has been completed. The contract was executed by Jno. E. Russell.

4. *Spur to Ashbridge's Marsh.*—Active work by day labor on the construction of a spur line from the G. T. R. line at Trinity Street to Ashbridge's Marsh was in progress during December, and the grading completed between the south side of the Don River and the Cut to Keating's Channel from the Don, a distance of half a mile.

The following is a summary of work done:—

Work.	Item.	Unit Price.	Quantity.	Total.	Total Expendi- ture on work to date.
		\$ c.		\$ c.	\$ c.
Sea wall.....	Timber in place	34 00 per M.	109,171	3,711 78	
	Stone “	1 37½ “ c.y.	1,163	1,599 12	
	Iron “	4½ lb....	7,464	335 88	
	Allowed on partially constructed .....			7,174 66	12,821 44
Groynes..... (Simcoe Park)....	Stone in place..	2 95 per c. y.	1,576.9	4,651 85	
	Brush mattress	8 per sq. ft.	19,727	1,578 16	
	Extras. ....			30 00	6,260 01
Sheet piling Keating's Channel ..		12 20 per 1 ft.	245	2,989 00	2,989 00
Spur to Ashbridge's marsh..		Day labor. ..		916 96	916 96
					22,987 41

Respectfully submitted,

A. C. D. BLANCHARD,  
*Assistant Engineer.*



# ACCOUNTANT'S STATEMENT OF EXPENDITURE FOR 1907.

ACCOUNTS.	\$	c.	\$	c.	\$	c.
GENERAL WORKS.						
Bridges, repairs and maintenance.....	15,185	60				
Cleaning gullies .....	4,252	31				
Engineering and expenses.....\$36,540	59					
Less transfers credited .....	4,137	12				
			32,403	47		
General purpose .....	\$19,206	19				
General purpose—water for flushing.....	10,000	00				
			29,206	19		
Permanent crossings .....			2,554	42		
Roadways .....			43,114	52		
Sidewalks .....			11,121	98		
Snow cleaning crossings .....			5,972	29		
Snow cleaning off sidewalks .....			8,028	68		
Street tablets and house numbering.....			1,773	74		
Weed cutting .....			718	09		
Private drains .....			65,458	76		
			219,790	05		
Less amounts paid Treasurer for private drains .....			68,709	67	151,080	38
SPECIAL WORKS.						
Asphalt repairs.....	15,442	40				
Ashbridge's Bay improvement and Don straightening .....	27,922	26				
Asphalt plant .....	30,634	44				
Burnfield Avenue, road repairs .....	503	06				
Sidewalks in front of City property— Spruce St., s.s., Sackville to Sumach...	405	59				
Sackville, St., e.s., Gerrard to Spruce ..	360	77				
Technical School .....	269	00				
King Street subway, n.s.....	732	23				
King Street subway, s.s.....	885	51				
Dredging slips.....	6,514	55				
Eastern entrance of railways .....	8,962	92				
Electric power distribution plant .....	5,264	95				
Esplanade docks, wharves, etc.....	1,711	29				
Express and cabmen's shelters .....	9	50				
Carried forward .....	99,618	47	151,080	38		

ACCOUNTS.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	99,618	47	151,080	38		
Front Street sewer, Don to St. Lawrence.	2,009	75				
House of Industry, stone .....	168	54				
Hydraulic dredge No. 2, final .....	500	00				
King Street sewer, Don to St. Lawrence..	1,684	43				
King Street subway, pavement.....	6,806	79				
King Street subway, handrail .....	27	73				
Lake Shore Road, rubble wall .....	3,368	69				
Lake Shore Road, protection.....	46	20				
Lansdowne Avenue subway.....	46,602	54				
Level crossings .....	19,361	22				
Maintenance of lavatories.....	3,420	42				
New public lavatories .....	100	00				
New City yard, Princess Street.....	28,809	05				
Plan for improvement of Toronto.....	1,049	00				
Pontoons for dredges .....	385	00				
Repairing York Street bridge approaches	1,540	00				
Reconstruction of track allowance .....	17,148	64				
Rentals .....	506	00				
Simcoe Park, groynes .....	4,183	00				
Sea wall .....	14,833	44				
Street Railway matters .....	9,225	65				
Sand pump No. 1 .....	8,735	41				
Sand pump No. 2.....	11,593	07				
Tug "National" .....	1,955	29				
Track allowance, reconstruction and repairs	105,312	08				
Wallace Avenue opening, foot bridge ....	5,029	85				
			394,020	26		
ISLAND COMMITTEE WORKS.						
<i>Under the charge of the City Engineer.</i>						
Bridge repairs .....	703	39				
Foot bridge east of Chippewa Avenue...	139	23				
Maintenance of weed cutter .....	57	76				
New engine, Island pumping station.....	1,687	61				
New boiler and foundation, Island pump- ing station .....	246	39				
Sidewalks, bicycle path, etc.....	734	86				
Water Works (Island station).....	3,979	00				
			7,548	24		
Railway pavements .....			49,992	07		
LOCAL IMPROVEMENT WORKS.						
Pavements .....	731,645	59				
Curbs .....	12,134	63				
<i>Carried forward</i> .....	743,780	22	602,640	95		

ACCOUNTS.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	743,780	22	602,640	95		
Street openings, extensions, etc. ....	15,939	07				
Sewers .....	134,862	77				
Sidewalks .....	288,311	17				
			1,182,893	23		
Total .....					1,785,534	18

Respectfully submitted.

WM. McCARTNEY,  
*Accountant.*

ACCOUNTS.	\$	c.	\$	c.	\$	c.
WATER WORKS BRANCH.						
<i>Maintenance.</i>						
Maintenance and distribution.....	46,611	32				
Main pumping station.....	53,530	50				
"    "    coal.....	50,370	22				
Meter and machine shops.....	12,817	28				
Store house.....	2,169	44				
High level station.....	15,607	44				
Hydrants and valves.....	5,486	72				
Reservoir.....	7,430	57				
Cartage.....	4,911	40				
Miscellaneous.....	104	00				
Examination of electrical arm and conduit.	201	15				
			199,240	04		
<i>Construction.</i>						
House services, net.....			69,459	45		
<i>Renewals.</i>						
House services.....	6,137	75				
Short lengths and extra fire hydrants.....	2,589	10				
Dead ends, net.....	1,800	54				
"    under By-law No.....	69	69				
			10,597	08		
SPECIAL SERVICES.						
Electrolysis.....	8,187	73				
Tunnel and connections.....	48,076	89				
High pressure fire system.....	238,156	79				
6-ft. steel conduit.....	8,260	01				
New engine, main pumping station.....	9,101	74				
New engine and house, high level pumping station.....	9,446	27				
New meters.....	874	36				
20-in. main, Bathurst to Roncesvalles....	425	00				
20-in. main, Dupont St.....	174	84				
16-in. main, Queen St., Sumach to Don bridge.....	314	16				
12-in. and 16-in. main, Rosedale, Yonge St. to Glen Rd.....	1,070	96				
12-in. main, Sterling Rd.....	151	22				
12-in. main, Spadina Ave.....	289	17				
12-in. main, Strachan Ave.....	174	08				
12-in. main, Queen St., Kingston Road to east city limits.....	14,190	40				
Carried forward.....	338,893	62	279,296	57		

ACCOUNTS.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> . . . . .	338,893 62	279,296 57	
12-in. main, Queen St., Broadview Ave. to Leslie St. . . . .	13,160 68		
12-in. main, Gerrard St., Leslie St. to east city limits . . . . .	3,442 18		
12-in. main, Danforth Rd., Broadview Ave. to east city limits . . . . .	14,340 33		
12-in. main, Symington Ave., Bloor to Royce . . . . .	867 04		
6-in. main, Mincing Lane . . . . .	12 67		
6-in. main, Winchester St. . . . .	21 14		
6-in. main, Eastern Ave . . . . .	25 42		
6-in. main, Natalie St . . . . .	7 46		
6-in. main, St. Andrew's College . . . . .	81 90		
6-in. main, Arthur St. and Shaw St. connections . . . . .	531 91		
6-in. main, Glenwoods Ave. s. from Danforth Ave. . . . .	496 40		
6-in. main, Kippendavie Ave., Queen to 700 feet south . . . . .	646 53		
6-in. main, Galt Ave., Gerrard to 850 feet north . . . . .	825 76		
6-in. main, Byron Ave., Danforth to Chatham . . . . .	93 23		
6-in. main, Chatham St., Byron to Glenwoods . . . . .	323 13		
		373,769 40	
Revenue, mains . . . . .		40,107 41	
			8693,173 38

Respectfully submitted.

WM. McCARTNEY,  
*Accountant.*















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27 Works  
T7A2 Report of the city  
1907 engineer

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